ORIENTAL AGENCY.

Sole Agents for the UNITED ASBESTOS COM-PANY, LT'D. LONDON. DODWELL & Co., LIMITED, General Managers.

ILOILO, PHILIPPI -E ISLANDS.

NEW SERIES No. 1420. 日六十月二十年五十二緒光 TUESDAY, JANUARY 16, 1900.

號六十月正英港香 二拜禮

THIRTY DOLLARS PER ANNUM.

Banks.

VOKOHAMA SPECIE BANK, LIMITED. ESTABLISHED 1880. CAPITAL PAID-UP CAPITAL UNCALLED......

RESERVE FUND Head Office -YOKOHAMA.

Brancaes and Agencies. TOKIO. NAGASAKI. NEW YORK. HOSOLULU. SAN FRANCISCO. SHANGHAL BOMBAY. ZEMC 111.12C" TIEN (SIN.

LOSHON BANKERS! THE LONDON JOINT, STOCK BANK, LD. PARRS' BANK, LO. THE UNION BASE OF LOSDON, LIE HONGKONG AGENCY :-- INTEREST ALLOWED. On Current Account at the rate of 2 per cent. per Ansam on the Daily Balance. On fixed deposits for 12 months at 5 per cent.

Hongkong Manager. (Touckoug, 4th January, 190 k.

LIONGKONG AND SHANGHAL BANKING CORPORATION. RESERVE LIABILITY OF PROPERRS. \$10,000,000

'- COURT OF DIRECTORS: R. M. GRAY, Esq., Chairman. N. A. Siens, Esq., Deputy Chairman. David Meyer Moses, Esq. 1 A. McConachie, Esq. E. Goetz, Esq. A. J. Raymond, Esq. : A. Haupt, Esip. P. Sachse, Esq. R. H. Hill, Esq. The Hon. J.J. Keswick. J.R. Shewan, Esq. THER MANAGERS

Hongkong -- Sir THOMAS JACKSON. MANAGERI Shanghai--J. P. WADE GARD'SER, Esq. LONDON BANKERS -- LONDON AND COUNTY BANKING COMPANY, LIMITED. HONGKONG--INTEREST ALLOWED. On Current Account at the rate of 2 per Cent.

per Annua on the daily balance. ON FIXED DEPOSITS: For 3 months, 21 per Cent per Annum. For 6 months, 31 per Cent. per Annum. For 12 months, 4 per Cent. per Annum.

THOMAS JACKSON, Chief Manager Hongkong, 16th October, 1899.

HONGKONG SAVINGS BANK. THE Business of the above Bank is conducted by the HONGKONGAND SHANGHAI BANKING CORPORATION. Rules may be obtained encomplication. INPLICES I on deposits is allowed at 31 PER

Depositors may transfer at their option balances of : 100 or more to the HONGKONG AND SHANGHAL BANK to be placed on FINED DEPOSIT at 4 PER CENT. per annunk. For the HONGKONG AND SHANGHAL BANKING GORPORATION,

Chief Manager. Hongkong, 1st August, 1895. THE NATIONAL BANK OF CHINA, LIMITED.

T. JACKSON,

Authorised Capital. HEAD OFFICE :- HONGKONG. Board of Directors :--Chan Kit Shan, Esq. D. Gillies, Esq. Chow Tung Shang, Esq. J. T. Lauts, Esq.

GEO. W. F. PLAYFAIR. Interest for 12 months Fixed 5 % Hongkong, 20th December, 1899. THE CHARTERED BANK OF INDIA,

AUSTRALIA AND CHINA. INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE:-LONDON. RESERVE LIABILITY OF SHARE-

RESERVE FILMS £500,000 INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances. On Fixed Deposits for 12 months ... 4 per cent. 7."H. WHITEHEAD,

Hongkong, 20th May, 1898. IMPERIAL BANK OF CHINA. ESTABLISHED BY IMPECIAL DECREE

Manager, Hongkong.

OF THE 12TH NOVEMBER, 1896. Shanghai Taels. SUBBOHERED CALITAT 5,000,000 PAID-UP CAPITAL 2,500,000

Head Office :- SHANGHAI. Branches and Agencies. PEKING. CANTON. SINGAPORE. CHEFOO. SWATOW. CHINKIANG. TIENTSIN. FOOCHOW.

HANKOW. THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies. HONGKONG BRANCH. Advances made on approved securities.

Bills discounted. INTERST ALLOWED ON DEPOSITS. per Annum Fixed Deposits for 3 months.

Hongkorg, Test November, 1899.

REFNAISLAND CEMENT COMPANY LIMITED.

PORTLAND CEMENT.

\$5 per Cask of 375 lbs. Net ex Godown, SHEWAN, TOMES & CO., General Manager. Hongkong, 11th December, 1899.

Untimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION -COMPANY.

REMARKS TO SAIL CAPTAINS S'HAI & JAPAN. Canton C. F. Lockstone, R.N.R.3 P.M., 17th Jan Freight or Passage. LONDON, &c..:Massilia*.....C. Gadd.......Noon, 20th Janii...:Freight or Passage. JAPAN Rohillat S. de B. Lockyer, R. N. R. About 20th Jan Freight or Passage. LONDON Hombay G. M. Montford, R. N.R. About 25th Jan Freight or Passage. * (See Special Advertisement). + (Passing through the Inland Sea).

For Further Particulars, apply to

H. A. RITCHIE, Superintendent. Hongkong, 16th January, 1500.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG; PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;

Steamers will call at SOUTHAMPTON to land Passengers and Luggage. N.B. -Cargo can be taken on through Bills of Lading for the Principal Places in Russia. PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

	(SUBJECT TO METER	SAILING DATES.	-
	STEAMERS.	AUTHORITECTION AND LANGE	
g.	KARLSRUITE	WEDNESDAY, 24th January.	
	KARLSRUITE	WEDNESDAY, 7th representation	
	OIDENRIRG	WEDNESDAY, 21st cornary.	*
	DANCEDM	WEDNESDAY, 7th March	
	DELTERATE STATE AD T	WEDNESDAY, 21st March.	
•	SACHSEN OLDENBURG BAYERN STUTTGART	WEDNESDAY, 4th April.	
	KONTO MINISTER CONTRACTOR	WEDNESDAY, 18th April	
	William Reserved	WEDNESDAY, and May,	
	TREUSSIEW	WEDNESDAY, 16th May.	
	STUTTGART KONIG ALBERT WEIMAR PREUSSEN MANBURG, (Hamburg Amerika Linie) PRINZ HEINRICH SACHSEN OLDENBURG BAYERN STUTTGART KONIG ALBERT VEIMAR	WED NESDAY, 20th May,	
	PRINZ HEINRICH	WEDNICSDAY, 12th June.	
	SACUSEN	WEINSTESTIAN 27th June.	1
	OLDENBURG	CONTRACTOR OF A LOS COLOR	
	BAYERN	The second section of the second section of the second section of the second se	
	STUTTGART	William Falls A. S. A. A. S. S. A. S.	
	KONIG ALBERT	WEDNESDAY, on August.	
	107711/18	WEDNESDAY, 22nd August.	
	PREUSSEN	WEDNESDAY, 5th September.	
	N WEDNESDAY, the 24th day of January	ev. 1900, at NOON, the Steams	iip
C	N WEDNESDAY, the sain day of January	2 I I OVI), Cautain G. Dannemann, w	ath
_	- # - 41 17 % 14 6 62 12 1 1 64 66 77 797 77961 1946 176 14 1 177 1 2 1 4 177 1 2 1 4 177 1 2 1 4 177 1 2 1 4	TO AND DECEMBER OF THE PROPERTY AND ADDRESS OF THE PROPERTY OF	

"KARLSRUHE," of the NORDDEUTSCHER LLOYD, Captain G. Dannemann, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA. Shipping Orders will be granted till NOON, on MONDAY, the 22nd January, Cargo and

Specie will be received on Board until 5 P.M., on TUESDAY, the 23rd January, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 23rd January.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

Hongkong, toth January, 1900.

For further Particulars, apply to MELCHERS & CO., AGENTS.

INSTRUMENTS.

GUITARS, CORNETS, TROMBONES, BANJOS. CELLOS, EUPHONIUMS, MANDOLAS,

BOLE AGENTS:-

VIGOR

CIVEN BY TAKING

Hutimations.

HYPOPHOSPHITES.

avisies, Actuated,

66, QUEEN'S ROAD CENTRAL.

ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN

HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,

UNITED ASBESTOS CO., LD., LONDON, CONTRACTORS TO H.M. GOVERNMENT. MANUFACTURERS OF THE

Best Qualities of ASBESTOS GOODS and PACKINGS.
HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds. ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities. ESTIMATES given for every DESCRIPTION of WORK.

CHIEF SUPERINTENDENT......THOMAS SKINNER. DODWELL & CO., LIMITED, General Managers.

CRAIGIEBURN.

THE PEAR HOTEL is situated at VICTORIA GAP, adjoining the TRAMWAY TERMINUS, CRAIGIEBURN is situated at PLUNKETT'S GAP, five minutes walk from the PEAK 1,350 feet above sea Level.

Fine Healthy location, variety of beautiful scenery. Cool Southerly breezes in Summer with perfect protection against the North East Winds in Winter. Well appointed rooms, attentive service and excellent Cuisine.

PRY OFFICE 7. Duddell Street Hongkong, 31st October, 1899.

WINE AND SPIRIT MERCHANTS.

PURE, SPARKLING, INVIGORATING AND HEALTHGIVING.

"Undoubtedly the best Beer that has yet been brewed in America." PRICE:-

Per Case of 6 dozen PINTS \$13.50 net. QUARTS \$13.50 net. Sole Agent for Hongkong and South China: WATSON & Co., LIMITED.

Established A.D. 1841. ENGLISH ALES.

IND COOPES per Cask of S doz. Pts. \$15

BASS



CELESTINS.

A FRESH SUPPLY OF

KNOWN AND EXCELLENT WATER.

Per Dozen bottles\$6

WINE AND SPIRIT MERCHANTS 15, Queen's Road.

Hongkong, 3rd January, 1900.

Hongkong, 6th December, 1899.

Buildings, on WEDNESDAY, the 24th January, 1900, at 11.30 o'clock A.M. for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1899. The Register of Shares of the Company will be CLOSED from MONDAY, the 15th January to WEDNESDAY, the 24th January, (both days. inclusive), during which period NO Transfer of

THE WEST POINT BUILDING CO.,

LIMITED.

NIOTICE is hereby given that the ELE-

SHAREHOLDERS in this Company will be held at the COMPANY'S OFFICES, Victoria

VENTH ORDINARY MEETING of

Shares can be registered. By order of the Board of Directors,
A. SHELTON. HOOPER, 'Secretary to

The Hongkong Land Investment and Agency Co., Limited, General Agents for The West Point Building Co., Limited.

Hongkong, 3rd January, 1900. THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

OTICE is hereby given that the IN TWEEFTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the COMPANY'S OFFICES, Victoria Buildings, on WEDNESDAY, the 24th January, 1-1900,-nt-12-0'clock-Noon,-for-the-purpose-of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1899.

The Register of Shares of the Company will be CLOSED from MONDAY, the 15th January to White Nesday, the 24th January, (both days inclusive) during which period NO Transfer of Shares can be registered. By order of the Board of Directors, A. SHELTON HOOPER,

Secretary. -

Hongkong, 3rd January, 1900.

Auctions.

PUBLIC AUCTION. BY ORDER OF THE REGISTRAR OF THE

SUPREME COURT. THE Undersigned will Sell by PUBLIC

AUCTION, FRIDAY, the 19th January, 1900.

at their Sales ROOM, ICE HOUSE SREET.

Several BICYCLES, TYPEWRITERS, one FILTER, one CHUBB'S SAFE, one BLACK-SMITH'S FORGE and a Quantity of MECHANICS' TOOLS, &c., &c. Execution, the Property of

E. MERGENTHALER, No. 1, Ice House Lane. TERMS :-- As Usual. HUCHES & HOUGH, Government Auctioneers.

Hongkong, 15th January, 1900. PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED,

MONDAY, the 22nd January, 1900, at 3 P.M., at their Sales Rooms, Ice House Street. THE VALUABLE PROPERTY KNOWN AS .

"DUNNOTTAR,' on Rural Building Lot No. 20. The Peak.

For futher Particulars, apply to

Messrs. LINSTEAD & DAVIS,

HUGHES & HOUGH,

Auctioneers.

Hongkong, 13th January, 1900. PUBLIC AUCTION. THE Undersigned will Let by PUBLIC

AUCTION, TUESDAY, the 23rd January, 1900,

at 3 P.M., on the Spot. The SEVERAL LOTS numbered 1 to 19 on Plan to be seen at the AUCTIONEER'S OFFICE, for Erection of Booths and Matsheds on the Government Ground adjoining the Race.

For Conditions of Sale, apply to HUGHES & HOUGH, Auctioneers.

Course, North of the Grand Stand enclosure.

Hongkong, 15th January, 1990.

To-day's Advertisements.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LIMITED.

NIOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the China Provident Loan and Mortgage Company will be held at the OFFICE of the Company, No. 9, Praya Central, on TUESDAY, the 23rd of January, at NOON, when the SUB-JOINED RESOLUTIONS will be proposed.

Should the Resolutions be passed by the required majority, they will be submitted for confirmation as SPECIAL RESOLUTIONS at a SECOND EXTRAORDINARY GENERAL MEETING, which will be subsequently convened.

RESOLUTIONS "That the Capital of the Company be in-& creased to \$2,000,000 by the creation and issue of 50,000 New Shares of \$20 each," "That the commission of the General Managers be reduced to 5 per cent., and that the figure "8" in the sixth paragraph of Article XI of the Articles of Association of the Company be struck out and the figure "5" substituted therefor."

General Managers. Hongkong, 16th January, 1900. THE KOWLOON LAND AND BUILD.

SHÉWAN, TOMES & CO.,

ING COMPANY, LIMITED. JOTICE is hereby given that the ELE-VENTH ORDINARY MEETING of HAREHOLDERS in this Company will be held at the Company's Offices, Victoria Buildings, on TUESDAY, the 6th February, 1900, at NOON, for the purpose of receiving the

Report of the Directors, together with Statement of Accounts for the year ending 31st December, 1899. The Register of Shares of the Company will be CLOSED from SATURDAY, the 27th January, to TUESDAY, the 6th February, (both days inclusive) during which period NO Transfer of

Shares can be registered. By order of the Board of Directors, A. SHELTON HOOPER, Secretary to :- The-Hongkong Land Investment and Agency Co., Limitéd, Agents for The Kowloon Land and Building

Company, Limited.

Hongkong, 16th January, 1990. INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA. THE Company's Steamship

"YUENSANG," plain P. H. Rolfe, will be despatched D. -- VERY FINE OLD VINTAGE above TO-MORROW, the 17th instant,

This Steamer has Superior Accommodation for First Class Passengers. For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 16th January, 1900: DOUGLAS STEAMSHIP COMPANY, LIMITÉD.

FOR SWATOW, AMOY & TAIWANFOO. THE Company's Steamship

"THALES." Captain Passmore, will be despatched for the above Ports, on THURSDAY, the 18th instant, at Daylight,

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managèrs. Hongkong, 16th January, 1900. CHINA NAVIGATION COMPANY,

LIMITED.

FOR MANILA. THE Company's Steamship

"SUNGKIANG." Captain Moore, will be despatched as above on SUNDAY, the 21st instant. The attention of Passengers is directed to

the Superior Accommodation offered by this Steamer. The Vessel is fitted throughout with Electric Light. For Freight or Passage, apply to BUTTERFIELD & SWIRE,

Hongkong, 16th January, 1900. NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"CANTON." FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS:

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo :-- . From Italy, er S.S. Thames.

From Brindisi, ex S.S. Isis. Optional Goods will be landed here unless instructions are given to the contrary before 3 E.M., TO-DAY.

Goods not cleared by the 22nd instant, at 4 P.M., will be subject to rent. No Fire Insurance will be effected by me in

any case whatever. All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Hongkong, 16th January, 1900.

NOTICE TO CONSIGNEES.

STEAMSHIP "SAINT REGULUS," FROM NEW YORK AND STRAITS,

CONSIGNEES of Cargo archereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

have left the Godowns, and all Goods remaining undelivered after the 22nd instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 22n instant, or they will not be recognized: to be left in the Godowns, where they will be eximined on the 22nd instant, at 3 EM.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & Co., LIMITED,

Hongkong, 16th January, 1900.

To-day's Advertisements.

PERSEVERANCE LODGE OF HONGKONG, No. 1,165.

REGULAR-MEETING of the above LODGE will be held in the FREEMA SONS' HALL, Zetland Street, TO-NIGHT. the 16th instant, at 8.30 for 9 p.m. precisely, Visiting Brethren are cordially invited to attend. Hongkong, 16th January, 1899.

HONGKONG, CANTON AND MACAO, STEAMBOAT COMPANY,

LIMITED, NOTICE TO SHAREHOLDERS.

THE SINTY-SEVENTH ORDINARY HALF-YEARLY MEETING of SHARE-HOLDERS in the Company will be held at the OFFICE of the Company, No. 18, Bank Buildings, Queen's Road Central on THURSDAY, the 1st February, at .3 P.M. for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend and electing Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 19th January to the 1st February inclusive. By Order of the Board of Directors,

T. ARNOLD,

Hongkong, 16th January, 1900.

Entimetion. WATSON & Co., LIMPTED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

PORTS. (For Invalids and General Use.)

B. - Vintage, superior quality, Red Capsule........\$14.40 C. -- FINE OLD VINTAGE, superior quality. Black Seal Capsule.......... 16.20 extra superior, Violet Capsule (Old Bottled) 20.40

Port after removal should be rested [53b] for a month before use. Wine required for drinking at once should be ordered to be decanted at the Dispensary, before being sent out. These Wines are too favourably known to need comment.

> Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

> . We only guarantee our Wines and direct from us in the Colony or from our authorized Agents at the Coast Ports.

A. S. WATSON & CO... LIMITED. THE HONGKONG DISPENSARY.

MARRIAGE. On the 6th inst., at the Presbyterian Church, Singapore, by the Rev. S. S. Walker, M.A. assisted by the Rev. F. H. Morgan, Pastor of Methodist Episcopal Church, FrJ. BENJAFIELD, to CHARLOTTE ELLEN [Nellie], second daughter of Mrs. G. H. Brown, Grassdale,

(he Pongkong Celegraph

HONGRONG, TUESDAY, JANUARY 16, 1900.

NOTES AND COMMENTS.

MR. DRUMMOND'S LECTURE.

Mr. Drummond's lecture last night was both interesting and suggestive. His text was, in effect although not in form, the words of the Swedish Chancellor Oxenstiern to his son. "See, my-son, with how little wisdom the world is governed." His illustrations in elucidation of that text were taken from the history of our own country; the Indian Mutiny; the present position in South one with Sir HENRY BLAKE on the Africa; the present and future of our posi- question of the suppression of piracy, but tion here in the Far East. His conclusion was that the want of wisdom in the govern- against putting too much faith in the venerment of the world was the main cause of all able Viceroy's promises, The dictates of our troubles and that, if the British Empire | Oriental courtesy would prevent him from crumbled, as so many other empires have doing aught but agree with Sir HENRY done, into dust, it would be wholly and solely while a guest beneath his roof and it through the faults and follies of our rulers. is a significant fact that when the question The practical lesson he sought to in of torture was brought up I'm could not even culcate on his hearers was, the duty incum- make a pretense to promise anything. If bent on every subject of the Empire, how- His Excellency the Governor wishes, to see ever humble, to do all in his power to insist, the true Lt Hung Chang-not Lt the guest, at the conclusion of the war in South Africa, but Li the Viceroy-let him hunt up a case on the most searching investigation into of piracy and approach him officially upon the blunders on the part of our responsible the subject. When this has been done and statesmen that have led to the war, and into | the new Viceroy has proved his willingness the mistakes of our military advisers, which and ability to stand by the British and No Claims will be admitted after the Goods have brought upon us so fearful an expendi- British trade, then will be the time to rejoice which are not yet in sight. Mr. DRUMMOND neighbour. Honesty is not necessarily the \$965,000. was too polite to say so, but evidently best policy in China, it is all a question of thought that the hanging of one or two of dollars and cents. If it pays the officials to our so called statesmen and the shooting of suppress piracy and protect the trader, piracy All broken, chased, and damaged Goods are a general officer as the result of such in in- will be stamped out. If it pays better to vestigation would do a world of good. We use the pirates as an additional squeezing have made similar suggestions ourselves be- medium, piracy will flourish. Sir HENRY fore now, but the only result has been to must always bear in mind that even a Vicemake our readers shudder. Such measures roy has a wife and family to support and if

Mr. DRUMMOND never said a truer word than when he pointed out that, in England now-a-days, we are not governed by Kings or Queens, by Cabinets or Ministers, by Statesmen or by Parliaments or even by Public Opinion, but by Private Secretaries, and by Permanent Officials known to nobody, and wholly irresponsible for their acts to Parliament or to Public Opinion; men who write or dictate the tenthusiasm. The streets were blocked with despatches and never put their names to surging thousands. them. This Colony is not governed by the Governor, although in theory he is supreme. A parcel of Cadets, headed by the Colonial Secretary, run him for all he is worth. One tenant killed at Ladysmith on the 6th instant man dictates an Arms Ordinance and says he cannot perform his duties unless it is passed. Another answers him, that unless the Registrar General has unrestricted inquisitorial powers vested in him, greater than those vested in the highest court in the Realm he cannot get through the work of his Department and Colony will go to ruin. Another has a fad about accounts, and they all pull together, backing each other up with the pretence of greater knowledge, greater experience of the Colony and of things Chinese than the Governor can possibly possess, as a new-comer, and the worst of it is that they are able to pull the strings more or less at the Colonial Office, where the decision on all ordinary and most extraordinary matters rests with some man who has had no experience in the practise of government in his life, who has sat behind a table in Downing Street since he entered the government service, and whose knowledge'is limited to the contents of his books and his papers and to the routine of the three points on the Tugela River. office. The Secretary of State for the Colonies has probably less to do with the government of the Crown Colonies than the office messenger who sits outside his door. He signs the despatches, and the orders are issued in his name, but the opinions and decisions embodied in those despatches are not his, but those of private secretaries and permanent officials.

Our Reuter's telegram which we publish to-day tells us that a battle is raging at three points on the Tugela River. That is to say either our troops have made a forward move or have been attacked by the Boers. The former supposition is however, the more likely to prove correct, as Reuter advised us on the twelfth that General Bullier had, on the previous day, occupied the south bank of the Tugela River at Potgeiter's Drift, but that the river was in flood. The action now reported is most likely General BULLER attempting to force the passage of the river at Potgeiter's Drift while simultaneous attacks are being pushed forward at two other points in order to distract the attention of the Boers and oblige them to divide their forces, so preventing them from concentrating the whole of their troops to oppose the passage of the river. This is only surmise but appears to us to be the most probable explanation of the telegram. We trust that the news of the passage of the Tugela River and the relief of Ladysmith will not be much longer delayed. It would certainly be a red letter day for every Englishmen and Gradients moderate to rather steep, with very we anxiously await it:

LI HUNG-CHANG. The Chinese do not appear to view the appointment of Li Hung-Chang to the Viceroyalty of the Two Kwangs with joy. In fact they seem to look upon as more in Spirits to be genuine when bought a misfortune than anything else. The prevailing opinion amongst them, so far as we have been able to gather, is that Canton is doomed. They say that Li will do anything for money and that he will sell his country for his own enrichment. One man even went so far as to hint that the tiffin at Government House yesterday was but the first step towards the selling of Canton to the British, in the same way as the Hinterland othe value. was handed over. If this is the opinion in Hongkong we do not think that there can be much doubt as to the same sentiments prevailing in the Two Kwangs and, if this proves to be so, we may look for the development of a strong anti-foreign spirit, with possible trouble on our frontier and unpleasant times for foreigners in the interior. It must not be forgotten that the advent of a new Viceroy only too often means a sweeping change in the ranks of the officials. Some of them will be found to have squeezed too much under the Tan regime and others will be found unsuited to their posts and will have to go. To the people a change of Viceroys simply means a change in the manner in which squeezes are extorted. They have been used to Tan's methods and will, we presume, have to grow used to those of Li Hung Chang, for it is idiotic to suppose that the Viceroy exists who could possibly live on the miserable pittance

PIRACY It is pleasing to hear that Li is at we would warn His Excellency the Governor are much too strenous for this highly civiliz- both ends wont meet one way they must be made to do so another.

allowed him. He has to rob his officials and

they rob the people. "The big fish cat the

little fish and the little fish eat mud."

REUTER'S TELECRAMS.

THE WAR.

Departure of the City Imperial Volunteers.

LONDON, January 14th. The first detachment of the City Imperial Volunteers lest London amidst indescribable

Casualties at Ladysmith. The undecipherable name of the Lieuis N. M. Tod, of the Scottish Rifles.

RUSSIA.

The Tsar's rescript to Count Mouravieff warmly thanks him for his ability and devotion in realizing the Tsar's aim to secure the benefits of a real and durable peace to all peoples. The Tsar also alludes with satisfaction to the arrangements concluded with China and the understanding with Britain

THE WAR. The City Imperial Volunteers. The Lord Mayor of London and the Corporation went to Southampton to bid fare-

well to the City regiment of Volunteers. Natal. It is reported that a battle is raging at

"All quiet" at Ladysmith on the 12th

Delagoa Bay.

The embargo at Delagoa Bay is the question of the hour with the Burghers, who say that if it is not removed the effect will be injurious to the prisoners in their hands.

The Transvaal.

President Kruger, in a stirring address, said that Providence was on the side of the Burghers and they must win.

Modder River.

Reuter's Correspondent at Modder River 11th instant, states that General Babington made a two days' reconnaisance about twenty miles into the Orange Free State towards Jacobsdal, encountering none of the enemy.

The Boers at Colesburg. News from Pretoria, dated 11th instant, states that the position of the Boers was favourable but, that the British were concen

WEATHER REPORT

trating in the vicinity for large operations.

The Observatory report says:-On the 16th at 11.55 a.m. the barometer has risen slightly on the China coast. The high pressure area remains contral over N. China. strong monsoon on the coast and in the N. part

LOGAL AND GENERAL.

A CHINAMAN was admitted to hospital this result of a fall from a tree.

THE crew of H.M.S. Centurion are busily at work chipping and scraping her sides preparatory to her assuming her coat of black paint. THE duty on lode tin exported from Perak has been fixed at half the current duty levied on altuvial tin, with a minimum of 5' per cent. on

THE return of cases of communicable diseases reported in the Colony for the week ended 13th January shows :- bubonic plague, two cases, two deaths; enteric fever 3 cases, no deaths.

THE advent of Li-Hung Chang does not appear to have impressed the Chinese very favourably and the general opinion appears to

"Ugh! He wantchee sellum Canton. Anything wantchee sellum. Allo same bloker, pay he money, can do !" This is what our representative was told this morning by a Chinese shopkeeper and the sentiment appears to be pretty general:. THE accounts in connection with the Patriotic

Football matches have been audited and the Hon. Treasurer of the Hongkong Football Club has handed a cheque for \$362.37 to Sir Thomas Jackson. The Committee of the Hongkong Football Club desire to thank Messrs. Noronha & Co. for doing all printing free of cost, Messrs. Kelly and Walsh for selling tickets without charging commission, and those soldiers and sailors who kindly gave their services in preserving order on the ground.

WE notice that a board has been placed in the middle of the continuation of Pedder's Street where it runs into the Reclamation, bearing a legend to the effect that the road is not open to traffic. As no barrier has been erected we take this to mean that you break your neck at your own risk. We are pleased to see that the authorities have come to the conclusion that this road, to the rough state of which we called attention the other day, is not in a fit state for public use. Still, if that is so, why not close it altogether?

THE BANK DIVIDEND.

The Chief Accountant of the Hongkong and Shanghai Bank informs us that subject to Audit the Directors propose to pay at the forthcoming Meeting a Dividend of £1. 10s. per share, Bonus of tos. per share, add \$500,000 ture of blood and of money, the limits of and congratulate ourselves upon our new to Reserve Fund and carry forward about

HYDROPHOBIA.

Some days ago a Chinese child was bitten by a dog and admitted to the Tung Wah Hospital. Symptoms of hydrophobia subsequently made their appearance and the child succumbed to the desease yesterday. The death was steps are being taken to trace the dog. As yet no cases of rables have been discovered.

GOOD WORK IN THE NEW TERRITORY.

NATIVES SHOWN THE ADVANTAGES OF WESTERN MACHINERY.

This interesting little item of news leaked out during a private conversation which a representative of the Telegraph had with one of the Colonial officials. It appears that while H.E. the Governor was at Jamaica he took great interest in the sugar industry and noticed the efficient working of the American made "Chattanooga" mill. On his arrival in Hongkong, he also noticed the old stone mills used by the Chinese, and decided to have a "Chattanooga" brought over here, erected and shown to the Chinese. He told his scheme to Mr. Ford, the head of the Botanical Department, and received that gentleman's hearty co-operation. A mill was imported and erected at the Boranical Gardens, some sugarcane, two days old, procured, and six Chinamen from Pingshan invited to view the operations, which turned out highly satisfactory, the Chinese showing remarkable intelligence and great interest in the different parts of the mill. Now the question as regards efficency, the engineer's bugbear, arose, but the Governor was equal to the occasion and struck while the iron was hot by ordering his launch, the Victoria, and taking the whole party round to Little Hongkong, where there is a sugar mill at work. Comparisons were then possible, the imported machine proving itself-13 per cent more efficient as regards juice abstracted from the cane and saving too per cent. in length of time taken. tion means .- Progress without Squeeze -- and are therefore settling down contentedly to the new order of things.

MR. DRUMMOND ON "NATIONAL TROUBLE."

LECTURE BEFORE THE ODD VOLUMES SOCIETY.

Last evening, in St. Andrew's Hall, before a distinguished audience, Mr. Drummond delivered a most interesting and instructive lecture on "National Trouble." As will be seen by the text which we give below, Mr. Drummond has gone thoroughly into his subject and was therefore able to lay bare to his hearers many unbeaten lines of thought, which he presented in a pleasant and condensed

said that Mr. Drummond was so well known in the Far East that he required no introductory remarks. Mr. Drummond was a very Mr. J. J. Francis, Q.C.

their time in coming they should blame Mr. Pollock and not himself.

At the present time; there was only one. subject on which all thoughts were fixed and it was useless to talk on any other, so he had selected the subject of "National Trouble." It might be treated from a great many different standpoints. Therefore there was no difficulty in speaking, on the subject the difficulty. was to select what to say, or what not -to say, ... He had selected three different of the China Sea. FORECAST:-Fresh N.E. branches of the subject to speak on that evening, on each of which he would say a few words. The "Short Story" had ousted the old "Three Volume Novel" of his younger days, everything tended to show that the public. like their food for the mind in as condensed a form as possible, and so he would try to give morning suffering from an injured spine, the all he had to say in as condensed a manner as possible, only indicating the lines of thought and allow his hearers to travel along them at their own leisure. He would put the first he form of a question, a form which he considered very often helped condensation and concentrated the mind on the subject to. considered

GOOD GOVERNMENT. The question was "What is the greatest difficulty, trouble and want which the worl has known in past ages and knows to-day and suffers from to-day?" They mig! have some difficulty in answering this question, some might snswer it one way some another, there were various answers no doubt. He would answer it for them in a way. with which all, to a greater or less degree, would agree. It was good government There was no doubt that a beneficent Providence governs every thing but had left mankind a large measure of self-will. Turning to the earliest forms of governments, the old Israelites had Judges, Prophets and Kings, not one of which could be said to have been entirely successful; at the present time we had differen governments which could be broadly classed into three groups; Chieftains, Monarchs and the Republican form of government. Each swayed great portions of the population of the world, and to-day it was impossible to point to any one country and say that its people were thoroughly satisfied with it form of Government, Hence the importance of the subject "National Trouble."

PARABLE OF THE TALENTS. Mr. Drummond, in his second point, quoted the parable of the talents, which is given in two different Gospels but is practically the same He said that this applied equally as well to nations as it did to individuals. The best nation was the one that utilized the natural resourses of the land which had been given to it to inhabit to the best advantage. The nation that neglected this law would certainly either lose its independence or be wiped off the face of the earth. The lecturer gave as instances of the latter, the North American Thekey to Lord Cromer's character and the key of Australia; of the former, British India. the Islands of Coylon, and Formosa. This law did not act in a day. Nature sometimes took years to enforce her commands and nations might be allowed centuries to wake up to the proper sense of their duties. THE BRITISH NATIONAL TROUBLE.

He could remember as well as if it were vesterday the outbreak of the Indian Mutiny in May, 1857, though it was now nearly 50 years ago. He could remember the awful state the Empire was thrown into by this disaster; being. shaken to its very foundations, It was a great; disaster but, did not come singly, it was the beginning, of a chapter of disasters in British History. History had told them in unmistakeable language that persons old prestige. residents, who knew India and its people, but were outside, of Government, offices, had, knew their facts well and their information was each other, one was to obtain information pendence, friendly if possible, but on different

and the other was to refuse to receive it when gained; the Government did the latter they scouted the idea of a mutiny. (Mr. Drummond advacated the formation of political scouts on the same lines as there are at present, military. ones.) The result of this refusal was that the mutiny fell on the nation as a bolt from the blue. It was strained to its foundation to withstand that terrible time; and what was it then and what was it now-that saved the British nation from absolute break down and going under? Thegallantry of our officers soldiers and sailors !-(Land applause) What he wanted to thoroughly. impress upon them was that the mutiny was preventible, the Government had had the information and refused to act upon it and it had cost the nation an enormous number of precious. lives and thousands of families thrown into mourning to save it from the blunders that the Government had made.

SOUTH AFRICAN TROUBLE.

The trouble in South Africa was also preventible; it was not inevitable in any way. In support of this Mr. Drummond read (the only part of the lecture which he did read), two letters first appearing in the London Times and published in the Hongkong Telegraph on Wednesday, December 27th, 1899, in which a "simple farmer" in the Transvaal, no different from the other Boers except that he was of English parentage, prophesied with remarkable accuracy what would occur, four years pr lous to its oc-Continuing, Mr. Drummond said that the

cause of the trouble was ministerial ignorance,

and asked who were, to blame? He answered has The Chinese were delighted and have since the question by stating that it was the pererected a mill at Pingshan, which is working | manent officials. The Secretaries of State were so well that they have ordered another. They the figureheads who got all the blame, or are already waking up to what British occupa- credit, when any, but the man who held the power and made the Secretary do what sometimes he did not want to, and vice versa was the permanent official, to whom no responsibility attached. They had determined not to believe information brought to the knowledge of the Government unless it came in a blue envelope marked "O. H. M. S." and with a piece of red tape round it. The British nation to day was not governed by "Kings or Queens or by Governors or by Parliament. It was governed by private secretaries and permanent: officials and nobody else. (Hear hear). At the present moment they must be prepared to a man to back up the government until this South African business was through-(applause) -but at the same time when the business was through they should have a parliamentary enquiry, probably in the shape of a Royal Commission at home, for which should be selected men above party considerations and perfectly independent, and among the questions which Mr. Whitehead introduced the lecturer and that Commission should enquire into was this:-"What steps did the British Government take to gain information as to the state of South Africa, a country in which we have such vast close observer of Far Eastern affairs and there | interests? Mr. Drummond then pointed out was no doubt that the audience would benefit that this commission should find out whether by his lecture. Two years ago Mr. Drummond it was the officials in South Africa who gave a lecture which led to two others, one neglected to obtain information or whether by Colonel Elsdale, R.E., and the other by the neglect to act on the information received was at home, and said no matter Mr. Drummond said he was suffering from how high the head that was to blame, a severe cold, but while he was in Court, their he should be punished, even if it entailed energetic Secretary, Mr. Pollock had got hold his expulsion from the public service for ever. of him and extracted a promise to give a He had only seen three brief notices of the lecture, so if any there thought they had wasted | cause of this war. Two were unimportant but the third was full of meaning. It was alleged to have been made by Mr. Chamberlain, who said that the present Government could not have prevented the war, the late Government might have done so. If the British had moved troops to S. Africa: any sooner it would only have precipitated war. Mr. Drummond did not believe Mr. Chamberlain had laid the blame to the late Covernment; it was unworthy of his high name

TROUBLE IN CHINA. Mr. Drummond then turned to China,

saying that no matter what great interest people may have in the general welfare of the Empire, local interests were bound to be of greater importance to them. He had once known an officer of the Intelligence Department who had been told to go to a certainofficer collect all the information and report on a certain subject. On arrival at the office he was handed a big bundle of papers bearing on the subject, amongst which he found some in blue envelopes bearing the mystic letters "O.H.M.S." but which had never been opened. The lecturer asked could any commercial -firm be carried on in such a manner? Another example of the same neglect was a personal acquaintance of his, who had received information that the China-Japan war was bound to happen. This gentleman tendered his information first to the British Consul at Shanghai and then with the Minister at Pekin; they both refused to believe it. The gentleman then requested to have the information sent home. The Minister complied with the request, no doubt sending by the same mail a denial of the information. A week after the receipt of these letters in London, the sinking of the Kow Sking took place. The Government, sent a note to the gentleman thanking him for his valuable information. He then for some time, corresponded direct to the Minister until he received a most impertiment note requesting him to desist. Presently more information came to his knowledge, of vital importance. He was obliged to telegraph it home at his own expense. It received no attentions nor acknowledgement, the reason ascribed being that it was written in plain English: The lecturer pointed out that Dr. Morrison wrote all his dispatches to the Times in this same plain English.

TRAVELLING M.PS.

The lecturer then spoke of the number of Members of Parliament that are nowldoing the Far East and said how peculiar it was that they all seemed to have letters of introduction from the same people to the same people. All their information was gained from official scources, if they would only take the trouble to seek out an "old inhabitant" of the places they visited, a marked improvement would take place.

CHINA WANTS. What China wants is a man like Lord Cromer.

Indians, the Maoris and the Aborigines to his success in Egypt was given by Lord Salisbury in a speech delivered by him at the Guildhall, when he described Lord Cromer as a man who always had an ultimatum up his: sleeve. He did not think this meant that Lord Gromer was always: presenting ultimatums to the Khedive. No! The person to wham he presented ultimatums, was his master, Lord Salisbury, If the Government would not do what Lord Cromer wanted them he sent in his resignation. It was never accepted and he got what he wanted, Egypt was prosperous. If Sir Claude MacDonald had refused to sign the paper ordering the British fleet out of Port Arthur, and had sent in his resignation, it would not have been accepted, and we should have been spared the humiliation to our

CHINA-A9SOCIATION. in conclusion, Mr. Drummond referred to the times without number warried the Govern China Association, with it branches in Hongment and predicted what would happen. They kong, Shanghai and av home, it i palatial officer. and the friendly terms on which it was with the at the command of the Government, but Govern Foreign Office. There was the danger, said Mr. ment refused it they scouted the idea of a Drummond, that they would become too reported to the authorities this morning and mutiny, saying it was impossible. The word friendly, and relapsed into the ways of their scout had two meanings hearly opposite to friend. They should maintain an entire inde-

On behalf of the audience, the Hon. T. H. Whitehead thanked Mr. Drummond for his instructive and interesting lecture.

ROYAL HONGKONG YACHT CLUB.

The third Club Race will be resailed on Saturday, 20th January, starting at 1.30 and 1.45 p.m. Course :- Police Pier, Mark Boat off Lyeniun, Kowloon Rock, Mark Boat Lyemun and return to Police Pier, leaving all marks to starboard; i4 miles.

The sixth Club Race will be sailed on Sunday 21st Jahuary. Course :- Police Pier, Mark Boat off Chung Hue, North Fairway Buoy, Mark Boat off Chung Hue and return to Police Pier, leaving all marks to starboard; 15 miles.

GLEANINGS BY THE WAY.

There has been nothing to glean of late, Mr. Editor. 'All crops appear to have been gathered in and the ground cleared to such an extent that you can go over it and never meet a gleaning. to add to your stock. However, I have prowled in new fields of late and hence this budget.

I see that for once the Officials have taken your advices-much against their wills no doubt-and have put a decent fire-engine Kowloon. It is a steamer and stationed at Vau-ma-ti and would, no doubt, per share has already been paid, and it is now have done great things, at Saturday's fire only proposed to pay a final dividend of \$3.50 per it didn't arrive in time. This was because it is | share, making total dividend of 12 per cent. per dragged by coolies. Coolies are all very well annum on the paid-up capital, and after writing in Hongkong, where horses could not ascend off directors' and auditors' fees there remains a the hills, but why not have horses for the Kow- balance of \$252.352.94, from which it is proposed distances are great and five miles an hour is a fund, and carry forward the balance of \$2,352.94 poor pace for a fire engine. Then too, why is it to credit of new profit and loss account. kept at Yau-ma-ti? Tsinn-tsa-tsui is the most central position and has the most valuable buildings within its limits. There are the Godowns, the Mess, the Torpedo Depot, the Barracks and all the European residences at Tsim-tsa-tsui, yet the fire engine is kept a long distance off in an out-of-the-way corner. Ah! Thave it; Yau-ma-ti is the Chinese quarter; Hongkong is run for the Chinese and therefore the engine is only "required for their benefit. Why didn't I think of that before!

There were several points about the arrival of Li Hung Chang, Mr. Editor, which you missed. was there. I was coming from tiffin on a warship and, being in a hurry I landed at Blue Buildings and took a ricksha. When I got near the Fusiliers' Mess I had to get out and walk, as the crowd was so thick. After great exertions managed to force my way to the front and found the road lined with soldiers. A big Sikh policeman wanted to send me back amongst the crowd to contract plague, but when said, "Gleaner" he saluted and let me pass. The Fusiliers, however, were not so accommodating and, as I had not a leek in my pocket to show as a pass-port, I had to wait and I did wait. I waited over an hour, and right alongside one of the storm-water drains of which Mr. Drury is so fond, too! For my part Mr. Drury can keep his drains to himselfhave no use for them. When I had waited nearly an hour up came some small boys who were headed off by a sergeant. He told them to "fall in." They immediately made for the ... Military Prison-and stayed there. Then came Li Hung Chang in a chair, with a posse of Police surrounding him. I took off my hat and he smiled, and then I proceeded to admire the procession. There were several of the Governor's chairs, all empty, and then came some led ponies. Next came a full-figured Chinese gentleman on a pony. The pony was not led and was executing the manœuvre known as the "cavort round." The crowd seemed to like it but the rider seemed bored and was trying to hold the pony down by the pommel of the saddle. This seemed to be exhausting work, for he dismounted when he turned into Queen's Road. He dismounted quite hurriedly, too, in regular acrobatic fashion and I am told that when he eventually arrived at Government House—on foot—he complimented Mr. Ormsby on the adhesiveness of the new road metal.

The Hongkong Regiment looked very smart indeed. They were remarkably steady, well turned out and marched well and their uniform -designed by Colonel Barrow-is most picturesque. The Fusiliers also looked smart. especially the gont, and I noticed that his bosom friend, the regimental retriever-at least they call it a retriever-acted as general factotum and whipper-in and saw that the band and all of them didn't straggle. He seemed to take a most intelligent interest in the proceedings, and evinced a very lively concern for the safety of the regimental colour.

By the way, have you noticed how well the Undaunted looks in her black suit? She is a capital type of a fighting ship. No "ginger-bread" work about her; all good solid stuff. Her bow scroll is reduced to the smallest possible dimensions, she is smart and yet not gaudy, and the yellow topside of her battery the "Poached Egg" is a capital innovation. It can be kent clean and that, of course is a great recommendation. She looks a tough customer and will, should occasion arise, render a good account of herself.

Talking of warships. I was crossing to Kowloon the other day and, as you know, the launch passes close under the stern of the Orlando, a first class aimoured cruiser. There was all enquiring child on board with his mother. and the following dialogue took place.

"I. C. Pointing to Orlando .- " Mother dear, is that a gun-ship?" Mother.-"No darling, that's only a gun-

ther and son from me.

Luckily no Orlando's were on board the launch, Mr. Editor, and even the whole ship's company shall not drag the name of that mo-

Have you been along the Kowloon City road. of late, Mr. Editor? If not you ought to do so. It makes a capital bicycle ride now and as it joins the road to Yau-ma-ti it makes a capital afternoon's spin. It is a bit rough still in the cuttings, but this serves but to lend: a taste of - adventure to the expedition and you can con-

ing, at least, so I have been told.

THE POTTS AND GUBBAY CUPS. The third monthly shooting competition of "C" Company for the above cups resulted as follows:

*Corpl. Sherwin ... 27 26 28 *Lt. Duncan29 34 Gunner Baldwin ...27 Lt. Underwood.....26 Sergt. Rodger27 21 21 15 Gun. Huskell, A....20 , McCorquodale 13 23 27 18 *Corpl. Sherwin scores his first win on Captain

THE HONGKONG LAND INVEST MENT AND AGENCY COM-PANY, LIMITED.

Pott's Cup, Winners of Spoons.

The following is the report of the Board of Directors for presentation to the ordinary meeting of shareholders, to be held at the Company's Offices, Victoria Buildings, at noon,

on Wednesday, the 24th January, 1900. The Directors have now to submit to you a general statement of the affairs of the Company and balance sheet for the year ending

31st December, 1899. The net profits for that period, including \$67,854.93 brought forward from last account. after paying all charges, amount to \$577,952.94. From this amount an interim divdend of \$2.50 loon engine? The Peninsula, is flat enough, to place \$250,000 to an equalization of dividend

> Messrs, N. A. Siebs and Lee Sing now retire by rotation, but offer themselves for re-election. Mr. E. Shellim was appointed Director in place of Mr. D. Gubbay, resigned, and this now

requires confirmation. Mr. D. M. Moses has been appointed a Direcfor in place of Mr. E. Shellim, who has resigned on retiring from the firm of Messrs. David Sassoon, Sons and Co., and this appointment also requires confirmation.

The accounts have been audited by Mr. F. Henderson and Mr. J. C. Peter, who now retire,

but offer themselves for re-election. J. J. KESWICK, Chairman.

Tronggong, Jan	uary roth, 1900.	1 10 10 10
BA	LANCE SHEET.	
31st Dec., 1899.	Liabilities.	\$ c.
Paid-up capital		. 2,500,000.00
Reserve fund		. 1,250,000.00
Accounts payable		297,846.37
Blance of profit a	nd loss account	452,952.94
	100	\$4,500,799.31
31st Dec., 1899.	Assels.	\$ C.
Cash		52,723.86
Amount advanced	d on mortgage	1,213,403.00
Amount invested	in property	3,200,385.23

Amount invested in property 3	,200,38×.23 3,246.08
Accounts receivable	
	,5∞,799.31
PROFIT AND LOSS ACCOUN	IT.
30th June, 1899. Dr.	
To interim dividend of 5 per cent. for the half-year	125,000.00
To charges account	28,942.95
To repairs to house property	16,431.82
To advertising account	318.89
To fire insurance account	6,871.73
To balance to be appropriated as	A STATE OF THE STA
follows ;	

Directors' fees......\$ 5,000,00 Managing directors' fees.... 20,000,00 Auditors' fees Final dividend of 7 per cent, for the half-year 175,000.00 Equalization of dividend fund 250,000.00 Balance to be carried

to hew account..... 2,352.94

\$630,518.33 1st Jan., 1899. By undivided profits, 1898 By interest on mortgages \$103,699.81 Less - Interest on loans payable 22,368.98 By rent account By commission account By scrip (ees By profit on sale of properties 276,711.72

By unclaimed dividends forfeited \$630,518.33 RESERVE FUND. 31st Dec., 1899.

A. SHELTON HOOPER, Secretary. We have compared the above statements with the books, vouchers and securities of the Company and have found the same to be

F. HENDERSON, Auditors. Hongkong, toth January, 1900.

WAR NEWS BY WIRE.

(From Our Exchanges.)

No More Indian Reinforcements.

LONDON, December 26th. The Times states that the Government con-

Situation at Colesberg.

December 27th. The following telegrams appear in the Times this morning :- Arundel, 20th December-A gratulate, yourself if you get right round force here, composed mostly of cavalry and without a spill. Have our officials any respect horse artillery, successfully checkmated a much for anything though? There is, only one larger force of Boers; above Colesberg. The place of genuine historical interest in military situation generally demands a large Kowloon City and that is-or was-the battery | increase of cavalry, as mounted infantry require that fired on Captain Elliot's boats when he time to train and are not yet sufficiently mobile. sent them in for fresh provisions. It had the The experience here shows that the Boers advantage, also, of being the only moderately greatly dread cavalry and horse artillery. The clean spot in the vicinity, yet the P.W.D. Boer positions here are naturally strong, and folks-"Pull down wholesale" should be their they have entrenched their big guns. If assailed motto—bave demolished it to make the road, it would involve terrible losses, but the right this morning:—Modder River, December 27th—Surely—tho—stones—from—some—of—the—evil—flank could readily be turned and then retreat | Last night the Boers—began a heavy fusilade, smelling hoyels would have done as well ! cut off provided cavalry are sufficiently numer-Kowloon, City-now boasts an hotel. It has lous and the horses, fit. The Boers must then been established in one of the old gambling attack the British in position to clear their comhouses and, after the walk or ride out a cup of munications or disperse. Loyal burghers retea, or even something stronger, is most refresh- port that the enemy have gained a few fectuits. in the neighbourhood. Our cavalry daily harass

STERKSTROOM, December 10th. The wounded at Stormberg who were taken prisoners are progressing favourably. majority have already been sent un-country.

The Disloyal Colonials.

CRADOCK, December 19th. The following are the estimated numbers of disloyal Colonials joining the enemy :- Aliwal and Jamestown 550; Barkley East and Ladygrey 500; Dordrecht 400; and Burghersdorp 400. These were engaged against General-Gatacre at Stormberg. The other districts, especially Graaff Reynet, Tarkastad, and Cradock, would join if a lead were given.

Wireless Telegraphy.

MODDER RIVER, December 20th. Six Marconi wireless telegraph instruments inter ded for the Boers, were captured at Cape Town. The experiments made at the Orange River have proved highly successful, the communications with De Aar seventy miles of being perfect. Commandant Cronje's assumption of the absolute command of Transvaglers and Free Staters in this quarter is deeply resented, many of the latter alleging that the Free State Commandant, Delarey, planned the strategic operations which Commandant Cronje executed with the aid of Commandant Spamboks: A note-book of a Scandinavian captured at Magersfontein indicates that the last men among the Boers were being commandeered.

General. The Times states that Lord Roberts has specially obtained the consent of the authorities to employ the 16th Lancers from India in South Africa. Sir William Stokes, Surgeon in Ordinary to Her Majesty the Queen in Ireland, has been appointed Consulting Surgeon at the Cape. Her Majesty the Queen gave a Christmas treat at Windsor to the wives and families of the Guards who are serving in South Africa. Lord Stanley joins Lord Roberts, staff at the Cape. The transport-Palamentia has arrived a Durban from Bombay. The and Battalion Lancashire Fusiliers and the 2nd, Battalion Middlesex, as also a transport with mules, have left Cape Town for Durban. The 1st Battalion West Ridings sail in the s.s. Orient on Saturday, and the 2nd Battalion Gloucesters in the Crmric on Monday, thus completing the Sixth Division The Comeric also takes out three batteries of artillery.

Waggon and Stores Captured.

December 28th. The following telegrams appear in the Tinies this morning :- Sterkstroom, December 22nd -Yesterday, Lieut. de Montmorency, with a patrol of 50, encountered about 20 Boers nine miles southwest of Dordrecht. The enemy escaped, leaving a waggon, three rifles, and stores. The pairol had no casualties.

Cronje and the Doctors.

MODDER RIVER, December 22nd. General Cronic has sent a message that ambulances or doctors in the firing line would not henceforth be respected. Lord Methuen has declined discussion, quoting General Cronje's own refusal.

Disloyalty and Difficulty.

CAPE Town, December 22nd. Since the recent reverses, anxiety as to the attitude of the Colonial Dutch has been steadil growing. Their sympathy with the Republics is not concealed; the only question is whether, the military situation remaining unchanged, they will refrain from open rebellion even in the districts hitherto unvisted by Boer commandoes. There are rumours both in the eastern and western provinces; of sediffolis movements; and possible attempts may be made to injure the railways in the rear of our forces. Effectively to guard 1,000 miles of communication will require a greater force than is at present available. Many feel that the proclamation of martial law throughout the whole Colony ought not to be delayed. There is much irresponsible amateur criticism of our Generals, and a good deal is wide of the mark; but there must be reasons for the failure of brave and disciplined troops againt hastily levied farmers intelligently led. The existence of the railway is not an unmixed blessing, causing the neglect of other transport and tying the Generals strategically to the worst line of the country. Evidently the Boers have learned, by foreign instructions, or common sense, the art of fighting in entrenchments in such a way as to enable them to hold an enormously long line with comparatively few men, always strengthening from the rear the points attacked, | capacity. and always causing their numbers to be overestimated. The Boer will not face death with willingness (?) but the moral courage with which he ventures with a thin line, relying on the steadiness of the individual, is admirable. We ought to be able to beat the enemy at his own -tactics. Never having to fear the direct attacks of troops, with the bravery of British soldiers, we could afford to extend our trenches even

chose to come into the open.

further, outflanking the enemy unless they

At Mafeking. MAPERING, December 11th. Lady Sarah Wilson has rejoined, having been exchanged as a prisoner of war with Vilioen, the notorious convict and horsestealer. Lady Sarah Wilson, who was to have acted as the special correspondent of the London Daily Mail at Mafeking, left the town previous to the outbreak of hostilities. She rode to Kuruman by way of the Setlagoli River, but subsequently she returned to Maleking, and applied to the Boers for a pass to permit her to re-enter the town. She was, however, taken prisoner, and was sent to Pretoria. Comman, suns, fifty tons of shell, and one hundred and dent, Snyman insisted on Viljoen's restitution. Col. Baden-Powell, after much demur, consented, in consideration of Lady Sarah's services in carrying despatches. Col. Baden-Powell does not consider women lawful prisoners, and protests that the Boers are barbarous in their conduct towards women, children, and defenceless persons. To-day he sent, under a white flag, a proclamation to the Burghers, pointing out the folly of continuing their present hopeless proceedings. Sitting down siders it undesirable to make further demands | and looking at the place was not the way to on the European garrison in India for service capture it. He urged the wisdom of accepting in South Africa, unless unforeseen difficulties the chance of righting themselves with the new Imperial Rule by retiring home, and surrendering each one horse and rifle and 150 rounds. A free pardon was promised to those complying in three days. Officers alone, with the State artiflery; would be considered prisoners of war. Several replies were received, many of them contemptuous. Snyman, replying to the proclamation, is incensed because it was directed to individual Burghers, and is annoyed at Col. Baden Powell's criticism. He challenges Col. Baden! Powell to come out and drive him away.

A False Alarmene

December 29th. The following telegrams appear in the Times which continued for twenty minutes, evidently imagining that we designed a night attack. The fire disclosed two miles of trenches, fully 1839-The foreign merchants of Canton called manned, and two guns. To day the Boers heavily shelled our left, wishing to silence our naval guns. The practice was excellent, many shells falling within twenty yards. We 1 1877-S.S. N. Co. sold out to C. M. S. N. Co.

replied from the right with a few well-placed shells. Heavy rain felt to-day. The weather is now breaking.

Disloyalty.

CRADOCK, December 23rd. Many farmers here think a proclamation of martial law, embracing Middleburg and Maraisburge is imperative. An insignificant number are known to have joined the Boers; but many sons of farmers are missing, and the presence of troops would be salutary.

Hospital Management. CAPE TOWN, December 23rd.

Free complaints are made about the Military hospital accommodation here. The surgical skill and care of doctors are admirable, but there is want of organisation and foresight in the arrangement, and an absence of those minor comforts which must necessarily be dispensed with at the front, but which are easily procurable here. The whole establishment of the permanent hospital was calculated on too small a scale at the beginning, and has never been completely recast. The standard of living and comfort, especially for officers, is too low. Arrangements are progressing to move all officers to Claremont sanatorium. The number of nurses and orderlies is insufficient, thought plenty of trained nurses are available locally and the patients are sometimes left unexamined for hours. There are indications of a certain jealousy and lack of co-operation between the hospitals and the Red Cross.

General

The Nubia has been detained at Durban for hospital purposes. Further transports engaged are the Royal Mail steamer Nile for troops; the Blue Anchor liner Wooloomeolog for stores; and the Elder Dempster vessel Montecuma, for a portion of the Canadians. It is reported that Sir. Charles Warren has arrived in Natal. Considerable bodies of Boers are constantly seen on the southern side of the Tugela. The Boers at the Modder River are entrenching at night and constructing works so as to enable them with a comparatively small force to hold the position. Sheltered access to all parts is being provided. The London Gazette publishes a proclamation warning all British subjects against aiding and abetting the enemy in any way. An Army Order issued makes provision for exceptional enlistment in the Army, and especially for the re-enlistment of discharged soldiers. The Times states that Armstrong's factory is making in hot haste a battery of twelve new pattern 15pounders. The Times Calcutta correspondent says that two more batteries are probably going to the Cape from India. The Boers are strengthening their positions north of the River Tugela enormously. It is officially notified that the Seventh Division commences embarking on the 4th January. The 63rd Battery has arrived at Natal

Churchill's Escape.

Mr. Winston Churchill, who recently escaped from Pretoria, relates how he climbed the wall of the Pretoria School, where he was confined, when the sentries' backs were turned. He also contrived to avoid notice in the crowded streets though he had no disguise. He passed the town pickets unchallenged; and gained the Delagoa Bay railway, and, crawling beyond the first station, boarded a train with difficulty, hiding under coal sacks. He alighted before dawn; and concealed himself by day in clumps of bushes, waiting in vain for another train, and journeying by night on foot, his only means of subsistence mean-while being fragments of chocolate, and, a small water flask. On the sixthday he boarded a train beyond Middleburg, and was concealed for sixty hours in the bottom of a wagon under luggage. At Komatipoort (the border town) he cluded the Boer searchers ; and finally arrived at Delagoa Bay in an exhausted state, to learn that four mistaken arrests had been made by the Boers, who were searching everywhere for him. He is starting for Natal forthwith.

Officers from India. CALCUITA, December 26th.

Lieutenant-Colonel H. M. Sinclair, Royal Engineers, Assistant Military Secretary to Sir George Luck, now officiating Assistant Adjutant-General, Allahabad district, has been selected for Special Service Officer under Field-Marshal Lord Roberts. Captain D. G. Seagrim, R.A., A.D.C. to Sir Power Palmer, has also been selected for service in South Africa, in a similar

(From Dutch Sources.) THE HAGUE, December 29th.

It is expected that General Buller, with an army twice as numerous as that which fought the battle at Colenso, will make a fresh attack on the positions of the Boers at Tugela River. December 30th.

The Boers have cut the communication between Generals French and Gatacre, and have beaten Lord Methuen in a bloody battle near Modder River. The garrison of Ladysmith is driven to desperation from supplies failing, sickness, bad drinking water, and the great heat. Lord Roberts intends to land at Santa Lucia Bay in Natal, and fall upon the Boers through Zululand. -

The British have not yet occupied Colesberg. One thousand' Boers who were in action there have fallen back upon Norvalspont on the Orange River. It is said that, on board the German steamer Bundesrath, which had been

anuary 2nd.

seized by the British, there were five large twenty trained artillerists for the Boers. CALENDAR.

Meleorological means based on fifteen years' observations to 1898. Barometer30.159 Thermometer59-7

Humidity74

	TO-DAY.
	WEATHER REPORT. On date at On date at
٠	Barometer 30.29 30.17
d.	Temperature
	Rainfall
	TO-DAY.
1	Tuesday, 16th January, 1900.

Sun-Rises 6hr. 45min. Set 5hr. 34min. Moon-Full Moon aler. 44 a.m. High water Morning 10hr. 38min. Afternoon ghr. 11min. Low water-Morning 3hr. 44min. Afternoon 2hr. 27min.

ANNIVERSARIES. upon to pledge their word that they would refrain from opium smuggling and the exportation of silver.

1889-Major Prevost, 91st Highlanders, died AMARA, British steamer, 1,705, C. J. Mattock at the Peak during 2. Sham fight. 1893-Severe frost in Hongkong.

1896-H.E. Hau Chun Fei appointed Governor of Canton. 1897-Likin Proclamation issued by the Kwangtung authorities.

TO-MORROW. Monday, 17th January, 1900. Chinese-17th of 12th moon of 25th year of Kwang-sil. Sun-Rises 6hr. 45min. Sets 5hr. 35min. High water-Morning 11hr. amin. Afternoon 9hr. 43min. Low water-Morning 4hr. 14min. Afternoon 3hr. 7min. ANNIVERSARIES.

1706—Benjamin Franklin born. 1857-The Hongkong passage boat Wing-sun

captured by pirates. 1878-Mr. C. W. Goodwin, Acting Judge of H.B.M.'s Supreme Court for China and Japan, died at Shanghai. 1879-Hongkong Opium Farm let for three

years to Tan King Sing for \$205,000

per annum, an increase of \$73,000 on

the last rental. 1885-Battle of Abu Klea. 1889-The Tai-wo gate at the Palace, Pekine,

1807-Death of George Augustus Sale.

AGENDA.

TO-MORROW. Cargo ex Gisela subject to rent. C. P. R. steamer Empress of China leaves for

C. N. steamer Talynam leaves for Manila, Sydney and Melbourne. (Abom)-"Shell" steamer Troors leaves for Genoa and Marseilles. H.R.V.C. ORDERS.

5.30 p.m .- Company and Carbine Drill for recruits of all-units. 5.30 p.m.-" D" Co. Company and Arm Drill. 6.00 p.m .- " E " Co. Company Drill. 5-6 p.m. -Practice for unenrolled Drummers. 6.7 p.m.—Band Practice.

THURSDAY, 18th. Indo China steamer Tuisang leaves for Singapore, Penang and Calcutta.

H.K.V.C. "ORDERS. " 4.30 p.m.—F.B., "A," "B", and "C" Coys Range Einding Class, with mekometer. 5.30 p.m. - Trumpeters' class. 5.30 p.m .- F.B. 2.5" Gun Drill at Kowloon

Docks. 5.30 p.m.-"A" "B" and "C" Coys Gun Drill at East Point.

FRIDAY, 19th. Cargo ex Sachsen subject to rent. Cargo ex Coptic subject to rent. Cargo ex Trieste subject to rent. H. K.V.C. ORDERS 5.30 p.m.—Signalling class.

SATURDAY, 20th. Angele du Calvaire, Cosalie, A. G. de la Croix, Daylight-O. & O. steamer Coptic leaves for San Francisco...

N. P. R. steamer, Breconshire for Victoria B.C. and Tacoina. Noon -P. & O. stdamer Massilia, leaves, with mails, for London. Entries for the Hougkong Spring Races close.

(About)-C. & O. steamer Cartisle City leaves for San Diego and San Francisco. MONDAY, 22nd. Cargo ex Onsang subject to rent. Cargo ex Hyson subject to rent.

for Havre and Hamburg. 3 p.m .- "Dunnottar" to be sold by Auction, on the premises.

(About)-N. L. II.-A. steamer Ambria leaves

O. S. steamer Antenor leaves for London. SHIPPING AND MAIL NEWS.

TUESDAY, 23rd.

MAILS DUE. American (America Maru) 18th inst. English (Chusan) 19th inst. English (Bengal) 20th inst. Tacoma (Tacoma) 20th inst. Canadian (Empress of India) 22nd inst. German (Karlsruhe) 23rd inst. German (Oldenburg) 25th inst. American (Gaelie) 3rd prox.

The steamer Carmarthenshire left San Diego for Japan and this port on 25th Dec.

The steamer Carlisle City left Japan for this port on 13th and may be expected here on 18th

The T. K. K. steamer America Maru wit mails &c. left Shanghai for this port yesterday Monday the 15th inst. at 10 p.m.

The Imperial German mail steamer Karls ruhe has left Kobe via Nagasaki and Shangha on Monday the 15th inst. a.m. and may b expected here on or about. Tuesday the 23rd HONGKONG AND WHAMPON DOCK RETURNS

Isla de Cuba at Kowloon Isla de Luzon H.I.G.M.S. Hertha ... " H.I.G.M.S. Gefion ... U.S.S. Monadnoch ... , U.S.S. Solace " Kianglung Trafalgar Lekin Powan Kinshiu Maru..... D. Juan d'Austria ... " Cosmopolitan Menmuir

Arrivals.

ALACRITY, British despatch-vessel, 1,700, H. Smith-Dorrien, 15th Jan.,-Manifa 12 INDUS, French steamer, 2,330, G. Duchatea

16th Jan .- Marseilles 17th December, ai Saigon 13th Jan., Mails and General. Messageries Maritimes. CANTON, British steamer, 2,164, C. F. Loc. stone, R.N.R., 16th Jan.,-London and 21

Dec., and Singapore 9th Jan., General. P. & O. S. N. Co. St. REGULUS, British steamer, 1,999, C. McMillen, 16th Jan,-New York 11 Nov., and Singapore 9th Jan., General. Dodwell & Co., Ld.

MIIKE MARU, Japanese steamer, 2,060, Kawamuro, 16th Jan., - Singapore 9th Jan General -- Nippon Yusen Kaisha. MACDUFF, British steamer, 1,882, R. Gle 16th Jan, Moji rith Jan, General

Dodwell & Co., Ld. SHANTUNG, British steamer, 1,835, A. W. Sai 16th Jan.,-Moji 9th Jan., Coal.-Butter-SAKURA MARU, Japanese steamer, 1,830, W.

Coal-Nippon Yusen Kaisha.

W. Green, 16th Jan., Moji Itth Jan.,

16th Jan .- Chinkiang via Wuhu and Woosung 13th Jan., General and Nuts .-Jardine, Matheson & Co. KASHING, British steamer, 1,158, F. Hopkins, 15th Jan.,-Wuhu and Chinkiang 12th

Jan., Rice and Ground-nuts.-Butterfield & Swire. TROCAS, British steamer, 2,657, J. A. Moses, 16th Jan.,-Shanghai 13th Jan., General,-Arnhold, Karberg & Co.

Clearances at the Harbour Office. Mongkut, British str., for Bangkok.

Surnia, German str., for Singapore. Indravelli, British str., for Amoy. Trilos, German str., for Saigon. Hating, French str., for Holhow. Hailoong, British str., for Swatow. Pak Kong, British str., for Canton. Hyson, British str., for Shanghai. Dardanus, British str., for Singapore. Tetarlos, German str., for Singapore.

Departures.

Jan. 16, Haitan, British str., for Swatow. Jan. 16, Apenradi, British str., for Saigon. Jan. 16, Loyal, German str., for Hongay. Jan. 16, Jacob Diederichsen, Ger. str., for Wuhu. Jan. 16, Progress, German str., for Touron. Jan. 16, Llating, French str., for Hoiphong. lan, 16, Hsin Yu, Chinese str., for Canton. Jan. 16. Pamiat Asowa, Russian cruiser, for

lan, 16, Chihli, British str., for Wuhu.

Jan. 16, Foochow, British str., for Saigon.

Jan. 16, Kingsing, British str., for Swatow. Jan. 16, Dardanus, British str., for Singapore.

lau, 16, Mongkut, British str., for Bangkok. an, 16, Indravelli, British str., for Singapore. lan. 16, Kansu, British str., for Canton. au. 16, Fushun, Chinese str., for Canton.

Passengers-Arrived.

Jan. 16, Choysang, British str., for Canton.

Per Milke Maru, from Singapore-57 Chi-Per Canton, for Hongkong from London-

Mr. and Mrs. J. D. Melton, Messrs. John Hays and T. Marks. From Singapore-103 Chinese: For Manila from London-Mr. W. Benson. Per Indus, for Hongkong from Marseilles-Messrs, Jacquet, Luckban Rilles and M. David Summer. From Colombo-Messrs. Plattring, T. Larkin and A. Hale. From Singapore-

Mr. Teo Hong Lui and boy, Miss Adelo Flerez, Mr. Soosooye, Miss Atanoo, Messrs. Cheng Kiat, Guay Lever, Hong Guan, Le Seng, Miss Flerez Poaran Ahna and servant. From Saigon -- Messrs, Rose, Parnet Andoc, and 119 Chinese. For Shanghai from Marseilles-Mr. de Snick, Mr. and Mrs. Whelock and daughter, Messrs, Leigh Smithi Lamour and Lavail From Colombo-Mrs. Salmond (2). From Singapore-Mr. Egeroff. For Nagasaki from Marseilles-Mr. Witthofft, and Mr. and Mrs. Hardelman. From Singapore-Mr. and Mrs. Reinhard, and Miss Amne. From Saigon Mrs. Sky. From Marseilles for Kobe-Mr. Rubattel, For Yokohama-Mr. and Mrs. Yamota, Messrs. Suenson, Goudo, Takasi, Fujiten, Sisters Scronigue, Marie Helene,

and Mr. Levy Morean. From Singapore-Mr. | Van Holy. STEAMERS EXPECTED.

	· Names.	From.	Due.
	Kasuga Maru Energia America Maru Cathay Kanagawa Maru Chusan Bisagno Bengal Carlisle City Tacoma Empress of India Belgian King Oldenberg Teenkai Gaelic	Kobe Shanghai Singapore Singapore Singapore Singapore Japan Kobe Japan Japan Colombo London	Jan. 18th Jan. 18th Jan. 18th Jan. 18th Jan. 19th Jan. 19th Jan. 20th Jan. 20th Jan. 20th Jan. 22th Jan. 23rd Jan. 25th Jan. 25th
-			

We would direct the attention of shipping firms to the style in which "Steamers Espected" and "Projected Sallings" are now published in these columns, and in so doing respect-fully arge the managers of shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratis with the latest available information every day.

PROTECTED GATLINGS

ľ	PROJE	CTED SAILINGS	1
-		1.	10 TV
	Ship.	Destination.	Dale, -
n			
	Abergeldie	Portland, &c	Jan. 27th
is	Afridi	New York	Ok. desp.
la l	Algoa	San Francisco, &c.	Feb. 10th
	Ambria	Havre, &c	Jan. 22nd
	Antenor	!London	Jan. 23rd
h	Bayern	Straits, &c	Mar. 7th
ıy	l Belgian King 👑	"San Diego, &c. 🔐	Feb. 21st
	Bengal	Shanghai London	ian acth
- 30	Rombay	London	lan. 25th
3.	Breconshire	"Victoria, B.C	lan. 20th
ai be	Canton	Shanghai, &c	. Jan. 17th
rd	Carlisle City	San Diego, &c	lan. 21st
	Carmarthenshire	San Diego, &c	Mar. ard
i,	City of Rin	San Francisco, &c., San Francisco, &c.	Mar. 27th
k.	Contic	San Francisco, ecc	an. zota
K,	Cowrie	London	.]]an, 315t
-	Doric	San Francisco, &C	Mar10tt
111	Eastern	Sydney, &c	lan 27th
	Emp. India	Vancouver, &c	Feb. 14th
			4.00
	Caclic	San Francisco, &C	Feb. 13th
	Hailoong	Swatow, &c	. Jan. 17th.
1	Hamburg	Straits, &c	May 1011
	Holsatia	u San Francisco, &c	Feb. 2200
•	Kamekura Mari	u. Marseilles. &c	Jan. 26th
•	Kanagawa Mari	u. Kobe & Yokoham	a Jan. 19th
	Kanett	Samarang, &c	ian. 25tn
	Karlsruhe	Straits, &c.	Jan. 24th
•	Kasuga Maru	Straits, &c	Anni Ath
· i	Langues Marit	IK ADP	
•	Kosai Maru	Amov. &c.	lan. 18th
Δ	Lady Toicey	San Diego, &c.	Mar. 31sl
A.	Massilia	Europe, &c London	Jan. 20th
•,••	Menciaus	Kobe & Yokoham	a len: 18th
au,	A P	Cam Cannaigna Se	A MAR AND
nd	Oldenburg	Straits, &c. Straits, &c. Straits, &c. New York. Japan	Feb. 21st
•	Preussen	Straits, &c	May 2nd
ck-	Prinz Heinrich.	Straits, &c.	May 30t
nd	Dabilla	Ianan	lair 20th
	Sachsen	Straits, &c. Havre, &c. London	Feb. 7th
w.	Silesia	Havre, &c.	Feb. 51h
rth	Stentor	London	. Feb. 20ti
	Stuttgart	Yokohama & Kob	Mar, 215
	Szechuen	Victoria. B.C.	
S.	Taisang	Singapore. &c	Jan. 18th
m,	Taimen	Singapore, &c Sydney, &c	Jan. 17th
	Tamena Barrett	"Swatne Are	lian, 17th
661	Thales	San Diego, &c. Marseilles, &c. Port Darwin, &c. Straits, &c.	JAN. TOU
	Thyrn	Margaillag & A.	Inc. roll
CS,	Teinen	Port Darwin &c.	Feb. 15t
er	Maimar	Straits &c	April 18t

Weimar Strajts, &c. April 18th

Wittenberg Havre, &c. Jan. 29th

Yawata Maru ... Thursday [s., &c...]an. 26th

Butimations.

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Manager. Hongkong, 14th December, 1800

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Potice of Firms.

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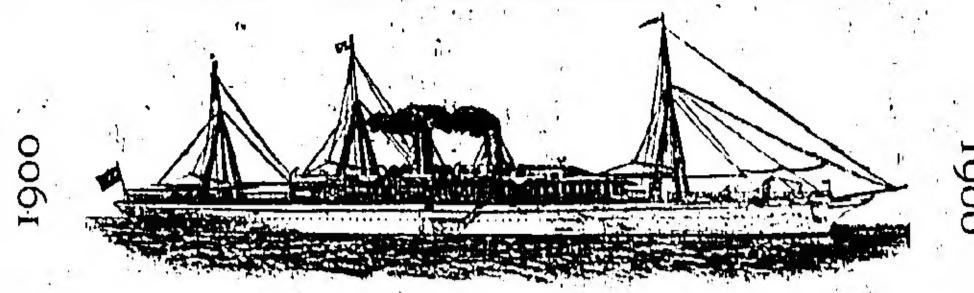
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LITE magnificent Twin screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage VOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made. at Montreal, Quebec, Balifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of, Passengers Booked through to all principal points and AROUND THE WORLD.

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NORTHERN PACIFIC

VIA SHANGHAI, INLAND SEA, KOBE;

AND YOKOHAMA. PROPOSED SAILANGS FROM

HONGKONG. FOR VICTORIA, B.C., AND TACOMA, .. IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO. Breconshire | 3,567 | G. E. Elliott | Jan. 20. Tacoma | 2,811 | A. Dixon ... | Jan. 30.

FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON-RAILROAD AND NAVIGA-

TION COMPANY. Abergeldie | 3,777 | J. Murray ... | Jan. 27.

" H E attention of Passengers is directed to I the very cheap rates offered by the Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. Doctor and Stewardess carried. HONGKONG TO NEW YORK LAIL

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK TORRE. Passengers to EUROPE may proceed by one of

he first class ATLANTIC MAIL LINES. HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

Coast Points, and to Canadian and United States Points. Consular Invoices of Goods for United States Points should be in quadruplicate; and one

copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash, or Port- Passengers who have paid full fare, re-emland, Or. (whichever may be the destination of the Steamer). (or vice versa) within one year, will be allowed

Parcels must be sent to our Office (with a discount of to per cent. This allowance does address marked in full) by 5 P.M., on the day 'not apply to through fares for China and Japan previous to sailing.

For further information apply to DODWELL & CO., LIMITED. General Agents.

Hongkong, 8th January, 1900.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGRONG TO SAN DIEGO AND SAN FRANCISCO,

VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, The UNITED STATES, &c. Carlisle City..... | 3,002 | Sunday | Jan. 21 Carmarthenshire | 2,929 | about | Feb. 10 Belgian King ... | 3,379 | about | Feb. 21 | STRAITS, CEYLON, AUSTRALIA, INDIA, Thyra:.... 3,406 | about | Mar. 6

Lady foicey | 3,194 | about | Mar. 31 THE Steamship

"CARLISLE CITY," will be despatched for SAN DIEGO and SAN FRANCISCO, VIA KOBE, YOKO-HAMA and HONOLULU, on SUNDAY, the 21st instant. Through Bills of Lading issued to any point

in the United States. Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same

in full. Value of same is required. Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the

Collector of Customs, San Diego. For futher information as to Freight or Passage, apply to BUTTERFIELD & SWIRE,

Agents. Hongkong, China and Japan. Hongkong, 16th January, 1900

PUNCTUALITY.

TMPRESS OF CHINA ... Comdr. R. Archibald, R.N.R. ... WEDNESDAY, 17th. January.

Japan Governments. The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUNURIANCE OF UTS TRANS-CONTINENTAL

THE DINING CARS and MOUNTAIN HQUELS of this route are owned and operated by the Company, and their appointments and Cursing are unexcelled.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANIES.

STEAMSHIP COMPANY. TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, ·MEXICO.

CENTRAL AND SOUTH AMERICA AND EUROPE; THE OVERLAND RAILWAYS,

VELANTIC AND OTHER CONNECTING STEAMERS. FLI INLAND SEA OF JAPAN AND

HONOLULÚ. PROPOSED SAILINGS FROM HONGKONG, Coptic (via Shanghai, Nagasaki, Kobe, In- (Saturday, 20th Jan., land Sea, Yokohama at Daylight.

and Honolulu). Gaelle (via Shanghai,) Nagasaki, Kobe, In- (Tuesday, 13th Feb., land Sea, Yokohama (at Noon. and Honolulu). Doric (via Shanghai,

and Honolulu)

land Sea, Yokohama (

THE Company's Steamship "COPTIC," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, IN-LAND SEA, YOROHAMA & HONOLULU. on SATURDAY, the 20th instant, at Daylight.

Steamers of this line pass through the IN-

Nagasaki, Kobe, In (Saturday, 10th Mar.

LAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and

Through Bills of Lading issued to Pacific particulars of the various Routes may be obtained upon application. Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families. barking at San Francisco for China or Japan

> to Europe. All PARCEL PACKAGES should be marked to address in full; and same will be received at

> the Company's Office until FIVE P.M. the day previous to sailing. Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs,

San Francisco. For further information as to Freight or Passage, apply to the Agency of the Company, . Queen's Building.

S. VAN BUREN, Agent. Hongkong, 26th December, 1800



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR . . ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. (Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and

AMERICAN PORTS.)

THE Steamship Captain C. Gadd, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c.,

on SATURDAY, the 20th instant, at Noon.

taking Passengers and Cargo for the above

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer time. All parcels should be marked to address proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed

vid Bombay with Transhipment." Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required. Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to H. A. RITCHIE. Superintendent

[28] Hongkong, 6th January, 1900.

Mails.

YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION

			and the second second
	STEAMERS.	DESTINATIONS,	SAILING DATES.
	Kosai Maru	{AMOY, SHANGHAL CHEMUL-} - PO and NAGASAKI}	Thursday, 18th Jan., at Daylight.
	Mirke Maru	{KOBE and YOKOHAMA}	THURSDAY, 18th Jan., at'
	KANAGAWA MARU	{KOBE and YOKOHAMA	FRIDAY, 19th, Jana, at
17 / 1	Kasuda Maru E. W. Haswell	CNAGASAKI, KOBE, and YOKO-	SATURDAY, 20th Jan., at
S- 0.5	YAWATA MARUA. E. Moses	(MANILA, THURSDAY ISLAND,) TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE)	FRIDAY, 26th Jan., at 4 P.M.
),		(MARSEPLLES, LONDON, and) ANTWERP, via Singapore, }	FRIDAY, 26th Jan., at

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

PENANG, COLOMBO & PORT SAID

A. S. MIHARA,

NORDDEUTSCHER LLOYD.

(Freight Service.) -

STEAM

AMBRIA

WITTEN

Madsen

*SILESIA

Behrens

Bahle ...

HOLSATI.

Burmeist

Hongkong, 12th January, 1905.



HAMBURG-AMERIKA

(Freight Service.) (Taking Cargo at through Rates to Antwerp, Amsterdam, Rotterdam, Lisbon, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK

PROPOSED SAILINGS FROM HONGKONG,

SEA and BALTIC PORTS: NORTH and SOUTH AMERICAN PORTS.)

SUBJECT TO ALTERATION.

	- d		
ERS.	DESTINATIONS.	SAILING DATES.	
ter	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	{ 22nd }	Freight.
	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	1 29th)	Freight.
	MARSEILLES, HAVRE & HAMBURG. (LONDON with transhipment in HAMBURG)	(About 5th)	Freight Passa
Α	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	(About 8th)	Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to

TOYO KISEN KAISHA. TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG. AMERICA MARU (via Shanghai, Nagasaki, Saturday, 27th Jan., -Kobe, Inland Sea al Noon

Yokohama & Honolulu) . HONGKONG MARU (via Shanghai, Naga-Thursday, 22nd Feb., at Noon.

Sea, Yokohama and

THE Steamship

Honolulu) Nippon Maru (via) Shanghai, Nagasaki, Tuesday, 20th March, Kobe, Inland at Noon. Yokohama & Hono-

· "AMERICA MARU," will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 27th instant, at Noon, taking Freight and Passengers for Japan, the

United States, and Europe.
Steamers of this line pass through the IN-LAND SEA OF JAPAN, and call at HONO-LULU, and Passengers are allowed to break and passengers are allowed to break their their journey at any point en route.

the United States or Canada. Rates may be United States of Canada. Rates may be obobtained on application. EUROPE have the choice of Overland Rail EUROPE have the choice of Overland Rail routes from San Francisco including the Routes from San Francisco; including the SOUTHERN PACIFIC, CENTRAL PACIFIC, SOUTHERN PACIFIC, CENTRAL PACI-Union Pacific, Denver and Rio Grande, FIC, UNITED PACIFIC, DENVER and and NORTHERN PACIFIC RAILWAYS; also the RIO GRANDE, and NORTHERN PACIFIC

Passengers holding orders for OVERLAND, the regular tariff rate. CITIES in the United States have between Passengers holding Orders FOR OVER-San Francisco and Chicago, the option of the LAND CITIES in the United States have. SOUTHERN PACIFIC, CENTRAL - PACIFIC, between SAN FRANCISCO and CHICAGO. UNION PACIFIC, DENVER and RIO GRANDE, the option of the SOUTHERN PACIFIC, and other direct connecting Railways and from | CENTRAL PACIFIC, UNION PACIFIC. Chicago to destination the choice of direct DENVER and RIO GRANDE, and other

Particulars of the various routes can be had to destination the choice of direct lines. "Special rates (first class only) are granted to on application." Missionaries, members of the Naval, Military, Special rates (first class only) are granted to Diplomatic, and Civil Services, to European Missionaries, members of the Naval, Military,

to San Francisco, to Atlantic and Inland Cities ation-to Yokohama and other Japan Ports, to of the United States, via Overland Railway, to San Franscisco, to Atlantic and Inland Cities Havana, Trinidad, and Demerara, and to ports of the United States, via Overland Railways, to in Mexico, Central and South America, by the Havana, Trinidad, and Demerara, and to ports. Company's and connecting Steamers. in Mexico, Central and South America, by the

tined to points beyond San Francisco in the tined to Points beyond San Francisco, in the United States should be sent to the Company's United States, should be sent to the Company's

Freight, apply to the Agency of the Company, Freight, apply to the Agency of the Company, Queen's Building.

Collector of Customs at San Francisco.

CARLOWITZ & Co., ... Agents.

PACIFIC MAIL STEAMSHIP CO. VIA INLAND-SEA OF JAPAN AND HONOLULŮ.

PROPOSED SAILINGS FROM HONGKONG. *Algoa (via Moji, Kobe,) Saturday, 10th Feb., 1900; at Noon, . lulu)..... China (via Shanghai,) Nagasaki, Kobe, In- (Saturday, 3rd March, land Sea, Yokohama 1900, at Noon.

(via Shanghai Naga-Tuesday, 27th March, 1900, at Noon. Sea, Yokohama and Honolulu)

(* Taking Cargo only.)

and Honolulu)

City of Rio de Janetro

1900, at Noon.

lines of steamers, and to the principal cities of of Steamers, and to the principal cities of the

THE U.S. Mail Chartered Steamship will be despatched for SAN FRANCISCO. via MOJI, KOBE, YOKOHAMA & HONO-LULU, on SATURDAY, the 10th February,

Steamers of this line pass through the IN-LAND SEA OF JAPAN, and call at Honolulu, journey at any point en route. Through Passage Tickets granted to England, Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic | France and Germany by all trans-Atlantic lines

tained on application. Passengers holding through ORDERS TO Passengers holding through ORDERS TO CANADIAN PACIFIC RAILWAY on payment of RAILWAY; also the CANADIAN PACIFIC £4 in addition to the regular tariff rate. ... : RAILWAY on payment of £4 in addition to

direct connecting Railways, and from Chicago

Particulars of the various routes can be had

officials in the service of China and Japan, and Diplomatic, and Civil Service, to European to Government officials and their families. Officers in the service of China and Japan, and Through Bills of Lading issued for trans- to Government officials and their families. portation to Yokohama and other Japan Ports, Through Bills of Lading issued for transport-

P.M. the day previous to sailing. Parcel Freight will be received on board until 4 P.M. The day previous to sailing. Parcel the day previous to sailing, Parcel Packages same day; all Parcel Packages should be will be received at the Office until 5 P.M. same. marked to address in full: value of same is day; all Parcel Packages should be marked to

address in full; value of same is required. Consular Invoices to accompany Cargo des- Consular Invoices to accompany Cargo des-Office in Sealed Envelopes, addressed to the Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco. For further information as to Passage and For further information as to Passage and

S. VAN BUREN, Agent. J. S. VAN BUREN, Agent.

Hongkong, 4th January, 1900. [7] Hongkong, 21st December, 1899.

CANTON NOTES.

[From the Tsun Wan Yat Po.]

CRUSADE AGAINST DIRT. In expectation of the arrival of H.E. Li Hung-chang the mandarins in Canton have received instructions to clean up and decorate the Viceroy's Yamen, as the late Viceroy Tan had pretty effectively ploughed up and abstracted all the tiches from the land of Kwang Tung by squeezes, he had allowed the superfluous earth to accumulate in the Yamen. cost the mandarins \$50 to get the dirt carried away. (A nice little sum for our readers to work out, coolie hire, say 15 cents per day, carrying the average load. Find what was the amount of accumulated dirt?) and about another \$1,000 for decorations. The place will the Kowloon Extension, there will probably look quite smart on Li's arrival.

AN IMPUDENT RASCAL. A few days ago, a young man, went to a Chinese dispensary, at Fat Shan in a four coolie chair, with two followers. He told the master of the shop that he had been informed "that his shop was noted for "As you wish" oil and ointment and as he wanted a large quantity he had come to purchase it there. After a few minutes conversation, he expressed a wish to have a pipe of opium, and was accordingly taken by the master of the shop into an inner compartment, and both had a smoke. Presently the youth whipped out a revolver and demanded the loan of \$500. The poor master turned pale and ordered the sum to be given to him. This money was then passed over to one of the followers while the scoundrel took the master along with him in the chair, the servants being afraid to shout for assistance as the robber threatened to shoot if they dld so. The master however, was only taken a short distance before he was allowed to return to the shop.

WATER RETURN.

and storage of water in Reservoirs

on the 1st Ja	nuary	
	LEVEL.	
,	1899.	1900.
. (rift, oin, below	(12 ft. 9 in. below
Tytam.: }	overflow	{ 12 ft. 9 in. below } aversiow
	reft 7 in below	(ast, 8 in, below
📑 Pokfulam }	Augustian	overflow overflow c. t. ft. z in. below
Man Nois	m, etmon	645 ft. 3 in. below loverflow
And Buok		2 overflow
Cheong.)	1	Coternon
•	STORAGE GALL	OND!
Tytam	,292,300,000	285,190,000
Pokfulam	32,880,000	285,190,000 44,960,000
	· • •	

Wong Nei Cheong only..... empty Total...325,180,000 330,150,000 Consumption of Water in the City of Victoria and Bill District during the month of December.

Consumption 98,241,000 tot,010,000 gallons Estimated 203,500 population 3 ousumption] per head

per day

Consumption of Water in Kowloon Peninsula during the month of December. Consumption

6,914,000 8,273,000 gallons Approxima- } tion only ... Estimated population ·) Consumption \

galions per

The Government analyst reports that the water is of excellent quality. D. ORMSBY, Water Authority.

A TRIP TO CHANGI. .

Singapore, 8th January. On Saturday afternoon Prince, Henry of Prussia again indulged in polo. He is not yet accustomed to the ponies here, but he played a very good game. The beauty and fashion of Singapore were present, making an additional attraction to the gay scene. Yesterday the Prince and some friends made a cycling visit to Changi. Government House was left about 6 o'clock, His Royal Highness being accompanied by Mr. Eschke (German Consul), Dr. Dittmar, the Commander and Officers of the German cruiser Hunsa, Messrs. Puttfarcken, Kesler, Lanz, Winkelmann, Janassen, Hering, Winzer, Larsen, Kindlimann, and Riege. very good run was made, Changi being reached about 8 o'clock, and just before 11 o'clock the Sumatra with many of the members of the German Club arrived. Amongst those on board were Mrs. Puttfarken, Mr. and Mrs. Sohst, Mrs. Kersting, Mr. and Mrs. Merz Mr. and Mrs. Witthoeft, Mr. and Mrs. Hube, Mr. Becker, and Mr. Schmidt. The whole party sat down luncheon on board the Sumotra at 12 o'clock, and just about this time min commenced to fall very heavily, but nevertheless a very enjoyable time was spent. The whole party, returning to Singapore by the Sumatra, arrived here about s o'clock.

To-morrow also it is probable that the Prince will spend an hour or two at polo,-Straits

THE N.L. S.S. "SACHSEN."

INTERNATIONAL AMENITIES AT SOUTHAMPTON.

The following from the home papers of Dec. 5th tells of an interesting incident which took place when The N.L. s.s. Sachsen left Southampton:-"The hired transport Pinemore left Southampton this afternoon with the second section of the composite regiments of Household Cavalry under the command of Col. Calley, 1st Life Guards, a draft of the 5th Dragoon Guards and a detachment of the ammunition column, in all 17 officers, and 395 horses, for the Cape. A considerable number of people witnessed the departure of the vessel. Great enthusiasm was displayed earlier in the day.

"The North German Lloyd liner Sachsen, moored astern of the Pinemore, paid a great compliment to the troops on their arrival, greeting them with Rule Britannia, played by the ship's band, spectators and soldlers cheering in response. Later on there was a further exchange of international courtesies. The German vessel on leaving struck up the British National Anthem, and dipped her ensign, troops and civilians demonstrating their appreciation by heartily cheering their German

"LA SEYNE" ASHORE.

As the s.s. Wilhelm, Capt, Richter, was nearing Rhio Straits on Saturday night, says, the Straits Times of 8th instant, signals of distress were observed. Investigation showed that the French mail steamer La Seyne, coming up to Singapore from Batavia, had gone ashore on Garras Island, about 50 miles from here. The Wilhelm stood by the La Soyno to render assistance until 3 p.m. yesterday, but failed to low the stranded steamer off. She took the passengers and mails off, however, Kelly, Mrs. B. and brought them on to Singapore. The Dutch steamer Baniam also endeavoured to tow the La Seyne-off, but without success. A Tanjong Pagar tug was sent to her assistance to-day. The stranded steamer is making no

SIR HENRY BLAKE'S REPORT.

The report by Sir H. A. Blake to the Colonial Office on Hongkong for the year 1898, has just been issued as a Parliamentary paper. It is a somewhat belated document, valuable enough, no doubt, as a record, but not of much interest to quote from at this time of day when another year has all but been completed. Sir Henry states that the commercial condition of the Colony was never more statisfactory. The value of property la steadily increasing, of the companies mentioned the weekly share lists more than Bo per cent. of the shares are quoted above par. Openings for the investment of capital, if we except trade investments, have perhaps hitherto been rather restricted, but in view of the development of be openings for capital in the future. The social condition of the colony, he notes, is fairly satisfactory. There is one other point, and that is 'the increase of piracy on the West River, which the Governor says is a serious hindrance to the advancement of our trade, and the time is coming, he adds, "when this question must be taken up if our trade is not to be strangled. 'It is at present one of the most important factors in the future condition of the trade of this Colony with the West River." Since Sir Henry wrote these words the evil has not lessened, but judging from recent advices from Hong Kong, the Foreign Office has somewhat recognised the necessities of the case, and measures have been taken which, it is to be hoped, will prove effective .-L. & C. Express.

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the folk	owing persons lie u
laimed at the Post Off	ice :—
Arnold, A. K.	Kyrican
Angier, A. G.	Kuster
Abraham, j.	Kane, Mrs. O.
Ah Fong, Miss	Lochemder, Lord
Amoy, Fanny	Lillie, J. J.
Alekseiff, M.	Lanka, J.
Armstrong, A.	Lambir & Dodge, J. H
Alves & Co. Messrs.	Lourenthal, J.
Ancel, E.	Linse, M. H.
All, Miss	Laloubere
Barker, A. M.	Lee, C. A. Lieut.
Bingham, Mr. & Mrs.	McClelland, Miss
Barton, W. T.	Moscley, Mrs. M. E.
Bückendorff, A.	Maitland, R. A.
Brown Bros., N. P.	Mason, Miss F. O.
Butt & Co.	Maitre, C. E.
Butt, W. S.	McGovern, P.
Blasersky, A.	McCoughan, E. L.
Brown, R. A.	Madegain, G.
Bisset & Co., Messrs.	Maligany, C.
Baronian, Z. S.	Moore, Mrs. M.
Butler, Mr. and Mrs.	Mui Yung, Mrse
O'B.	Montilla, T.
Bourdonnel, B. de	Mowrer, F. R.
Bennet, J.	Masanor, Miss
Bennemer, Mr.	Murray, P. H.
Blake, K. E.	Matsumottse, Miss
Baring, T.	Mothichundi, A. K.
Banibago, E. M.	Mordicai, S. R. 🕠
Biby, Angan	Mayeda, O.
Browning, Miss B.	Macuse, M. A.
D. H. A. A.	Mncay A. R.

Macay, A. R. Ballard, Anna Musze, Paul Brennes, C. Mare, G. L. Brooks Franklin Burnett, L. C. Niven, L. Noris, Miss A. Nagrata, T. Natsubara, J. Ovisha, Mrs.

Ohntsu, Miss

Otatsu, Mrs.

Ogden, F. L.

Okane, Miss

Otomo, Mrs.

Oshigo, Miss.

Prynn, F. I.

Pierce, Mrs. P.

Polter, Rev. H. C.

Pijnappel, J. H.

Parker, Mrs. A.

Perrine, Mrs. R. L.

Pierson, Miss

Peters, M.

Pantuch, J.

Pouse, S. E.

Packarse, R.

Putman, J K.

Perrine, Rev. S. A.

Patten, Mrs. J. F.

Payot, H.

Rouget, J.

Silva, A.

Smith, Miss L.

Seldanha, D. E.

Sung Tor Lee

Schroder, W.

Stuart, J. U.

Scott, W.

Smith & Co., T.

Santon, J. Dor.

Sowden, A. J.

Thomson, R.

Umeno, Miss

Weisse, Dr. K.

Walter, E.

Vallmiss, Rev. G. A.

Tara Singh:

Tiffany, S.

Riccardo, P.

Rourks, S. A.

Roberts, Mrs. D.

Rozario, Sra. D. E.

Pitrot, R.

Piesse, C.

Pierce, W.

Philippas, J.

Otsuna, M.

Crdok, Miss H. C. Charlis, W. D. Cum Yi, W. S. Close, C. G. Churchill, W. Christensen, Mrs. B. Crooback, H. Cowell, J. M. Capps, W. L. Cranston, Miss E.

Clarke, S. J. Craig, Miss'A. Chumesba, W. A. Clifson, G. Chinevala, S. F. Crook, Miss N. C. Connery, R. H. than Yau Wing Dawtershaw, Mrs. Dauncey, C. Durant, A. Ducat, Capt, C. M. Delen, Mrs. L.

D'Arey, Mrs. E. Dubbers, A. Davidson, N. J. David, M. W. Jejadonespa Elias, A. Edwards, L. Ferrant, Mons. Forster, R. C. H.

Robbins, Miss J. F. Foster, L. Richardson, Mrs. F. M. Fong Hal France, G., Mr. and Rowe, E. Reynolds, J. Franklin, C. S. P. Rawlings, R. Ratchel, Mrs. Glasse, Mr. Richardon, Miss. Gohde, Mrs. G. Geis, Mrs. L.

Reusinse, G Richerala, Miss D. Goldman, G. Rosenzweig, Mrs. P. Grosjean, Mons. Robbins, F. Goldshly, S. Galgoczy, Josephine voi Rotenberg, C. Steinhagen, Marie Glover, Mr. Stone, Miss J. Guibert, E. Sceberg, Capt. T. Guentz Sharpe, C. Sheppelman, Mrs. H.

Gracia, L. Ghyke, Mr. and Mrs. Sternberg, G. Sherman, H C. Gregory Miss L. Hudson, Lt. A. K., Stopford, J. Hesketh, S. B. Seifert, Mrs. R. Simplicio, Mrs. J. Heward, J. C. Smith, D. Haimovitch, E. Sprague, W. N.

Hague, Mrs. Hamilton, Miss E. Hopkins R.G. Harrison, Miss L.

Hoffman, G. M. Howard, Miss M. Hutchison, G. W. Ikesaki, Miss M. Thurg, Charles

Volkmann, J. T. Warbuk, Dr. K. Wheeler, P. H. Walker, C. H. Wilson, J. T. Johnson, G. C. Wuyeda, T. M. Japan Importing and Wallace, Capt. J. Exporting Co. Woolner, H. obuston, W. A. J. Whimerab, T. C. Wilson, Capt. H.

Yamada. Zaboli, Dr. C. List of Registered Covers in Poste Restante. Antonicita, Ferroiclo. Madar, O. M. (2) Miller, Mr.S.

Catsesos, Dr. F. Cameron, Wm. Crawford, J. R. Cox, Mrs. Duarte, Mrs A. Ekman, Miss Ida Elias, A. Ebrum, Momon Foote, Mis E. Gatjards, J.

Millet, Miss.

Ranchverger, Miss F. Reilly, S. G. Slight, Mrs. E. T. Forsyth, G. G. S. Stemer, C. L. Silva, M. da Senda, Mrs. J. (2) Hartsinck, M. Seng, Gromed Hooper, G. W. (4). Singh, Asa Hancock, W. St. J. Harper, C. Jackson, Sergt. C." Kalander Khan Khan, Mehta Kaufmann, W. W. Kohn, Siegfried.

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Nestiz, W. N.

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Pelley, E. Le J

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S.S. Carlisle City	Geo. Cron.
C Character	. I. I. Dillier.
S.S. Diomed	J. Fleining (Daker).
SS Formosa,	. J. C. Smith.
SS Hailan	. H. O. Prittiana.
S.S. Hsiping	K, Maciniane.
S.S. 7.00506	'G' brenzas.
S.S. Lingan	is to to the

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S.S. Tientsin Capt. Dawson.

S.S. Wongkoi Capt. B. B. ! igot.

SCOTT'S Emulsion of Pure Cod Liver Oil with Hypophosphites, is the most valuable remedy. for Consumption, Scrofula, General Debility, Wasting Diseases of Children, Chronic Coughs, and Bronchitis that has ever been produced. It is very palatable; it is very fattening and strengthening. It will ease at once the most violent cough and will give both comfort and strength to the sufferer. It possesses the combined virtues of these popular remedies in their fullest form. Any Chemist can supply it. Sole Agents for Hongkong and the Empire of China, Watkins & Co., Hongkong,-[Advl.

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VIIGHT SCHOOL for EUROPEANS, by an EX-SCHOOLMASTER. Terms moderate, for Particulars apply

c/o This Office. Hongkong, 18th August, 1899. [1048a WORTH A GUINEA A BOX.

BILIOUS AND NERVOUS DISORDERS SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER,

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IND AN CIGARETTES Asthmatic people who suffer from Oppression in breathing, stifling sensations, Hoarseness, and Loss of voice, Neryous coughs, Laryngitis, Colds, with Wheezing, Bronchitis, Insomnia, Catarrhal affections, and difficulty in Expectoration, are promptly relieved by these Cigarottes.

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Renowned Physicians prescribe Grimault's Matico as the most active and at the same time the most inoffensive r medy in the treatment of Acute and Chrome Discharges. These Capsules. unlike Copanic, have not the inconvenience of producin Nuisca. . . MATICO INJECTION is used in recent

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Hongkong, 22nd September 1898.

SURGEON DENTIST,

No. 10, D'AGUILAR STREET. TERMS VERY MODERATE, Consultation free, .

Hongkong, 27th September, 1898,

NOTICE.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews

of the following Vessels during their stay in Hongkong Harbours :--TULENHUN, American schooner, Melander-

Phipping.

STEAMERS.

FOR KOBE (DIRECT.) THE Steamship

"KONOURA MARU," will be despatched for the above port TO-MORROW, the 17th instant, at 4 P.M.

For Freight, apply to DODWELL & CO., LIMITED. Agents.

Hongkong, 15th January, 1900. CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE. THE Company's Steamship

"SZECHUEN," Captain Hall, will be despatched as above TO-MORROW, the 17th instant. For Freight or Passage, apply to BUTTERFIELD & SWIRE,

Agents. Hongkong, 12th January, 1900. CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA. THE Company's Steamship

Captain Nelson, will be despatched as above TO-MORROW, the 17th instant, The attention of Passengers is directed to Captain Jackson, will be despatched on

the Superior Accommodation offered by this TUESDAY, the 23rd January. Steamer. The First-class Saloon is situated For Freight, apply to forward of the Engines, A duly qualified Surgeon 'is carried and the Vessel is fitted throughout with Electric Light,

For Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 10th January, 1900.

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship Captain Nelson, will be despatched TO-MORROW, the 17th Instant.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the

Vessel is fitted throughout with Electric Light. N.B .- Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE,

Hongkong, 10th January, 1900. "SHELL" LINE OF STEAMERS. FOR GENOA AND MARSEILLES.

THE Company's Steamship Captain Moses, will be despatched as above on or about the 17th January, 1900.

For Freight, apply to ARNHOLD, KARBERG & Co., Hongkong, 27th December, 1899 . [16135

INDO-CHINA STEAM NAVIGATION. COMPANY, LIMITED.

POR SINGAPORE, PENANG AND CALCUTTA. THE Company's Steamship

"TAISANG," Captain Sawer, will be despatched as above on THURSDAY, the 18th instant, at 3 P.M. For Freight or Passage, apply to JARDINE, MATHESON & Co.,...

General Managers. Hongkong, 10th January, 1900. CHINA NAVIGATION COMPANY, LIMITED.

FOR SAMARANG AND SOURABAYA. THE Company's Steamship

Captain Somerville, will be despatched as above on THURSDAY, the 25th instant. For Freight or Passage, apply to BUTTERFIELD & SWIRE,

Agents. Hongkong, 13th January, 1899.

"BEN" LINE OF STEAMERS. FOR LONDON, VIA SUEZ CANAL,

THE Steamship "BENLOMOND," Captain McIntosh, will be despatched as above on or about THURSDAY, the 25th instant.

For Freight, apply to GIBB, LIVINGSTON & Co., Hongkong, 15th January, 1900.

FOR NEW YORK VIA SUEZ CANAL. THE Steamship "AFRIDI,"

will be despatched for the above Port about the End of January, and will be followed S.S. "BIRCHTOR" and "ST. REGULUS." For Freight, apply to DODWELL & CO., LIMITED,

Hongkong, 15th January, 1900. "SHELL" LINE OF STEAMERS. FOR LONDON.

THE Company's Steamship "COWRIE," Captain Davies, will be despatched as above on or about the 31st January, 1900. For Freight, apply to ARNHOLD, KARBERG & Co.,

Hongkong, 27th December, 1899. [1613a] OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL. THE Company's Steamship "MENELAUS," Captain Towell, will be despatched as above

For Freight, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 29th December, 1899.

on TUESDAY, the 6th February.

Shipping.

STEAMERS.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUL THE Company's Steamship

"TAMSUI MARU,". Captain K. Sobaj ma, will be despatched for the above ports, TO-MORROW, the 17th instant, at Daylight. For Freight or Passage, apply to

THE MITSULBUSSAN KAISHA. Agents. Hongkong, 16th January, 1900. DOUGLAS STEAMSHIP COMPANY,

LIMITED. FOR SWATOW, AMOY AND TAMSUL I'HE Company's Steamship

"HAILOONG." Captain Gibson, will be despatched for theabove Ports, TO-MORROW, the 17th instant, at Daylight. For Freight or Passage, apply to DOUGLAS LAPRAIK & Co.,

General Managers.

Hongkony, 16th January, 1900. OCEAN STEAMSHIP COMPANY,

FOR LONDON VIA SUEZ CANAL. THE Company's Steamship "ANTENOR,"

BUTTERFIELD & SWIRE, Agents.

Hongkong, 11th November, 1899. EASTERN AND AUSTRALIAN STEAM-SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN and QUEENS-LAND PORTS, and taking through Cargo to Adelaide, New Zealand,

TASMANIA, &c.) THE Steamship

"EASTERN," Captain Ellis, will be despatched as above on SATURDAY, the 27th instant, at Noon. This New Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly qualified Surgeon are carried. N.B .- Return Tickets issued by this Company to and from MANILA, are available for return by the Steamers of the CHINA NAVIGA-TION COMPANY and vice versa.

GIBB, LIVINGSTON & Co., Hongkong, 8th January, 1900. SHEWAN TOMES & CO'S. "NEW YORK"

For Freight or Passage, apply to

LINE. FOR NEW YORK, YIA SUEZ CANAL.

THE Steamship "QUEEN ELEANOR," will be despatched for the above Port, on or about the 1st February.

To be followed by The Steamship MORVEN," about the 25th February, 1900.

For Freight, apply to SHEWAN, TOMES & Co. Agents. Hongkong, 3rd January, 1900. CHINA NAVIGATION COMPANY,

LIMITED. FOR MANILA.

THE Company's Steamship. Captain Anderson, will be despatched above on THURSDAY, the 15th February. The attention of Passengers is directed to the Superior Accommodation offered by this [45b | Steamer. The First Class Saloon is situated

forward of the Engines. A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. For Passage, apply to
BUTTERFIELD & SWIRE,

Agents. Hongkong, 6th January, 1900. CHINA NAVIGATION COMPANY,

LIMPTED. FOR PORT DARWIN. QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship Captain Anderson, will be despatched on THURSDAY, the 15th February, at Noon. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-cluss Saloon is situated forward of the Engines. A Refrigerating

Chamber ensurer the Supply of Fresh Provisions during the entire voyage. A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. N.B.-Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Hongkong, 6th January, 1900.

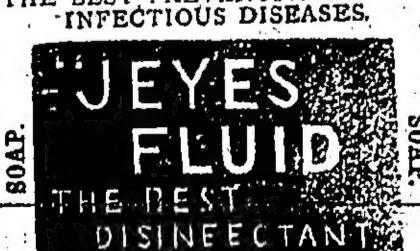
OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL. THE Company's Steamship "STENTOR,

Captain Jackson, will be despatched TUESDAY, the 20th February. For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 12th January, 1990.

NOTICE. THE BEST PREVENTIVE OF ALL



AVOID ALL RISK OF OUTBREAK BY ITS USE. W. G. HUMPHREYS & Co., Bank Buildings. Hongkong, oth March, 1897,

Consignees.

AUSTRIAN LLOYD'S STEAM NAVIGA-

TION COMPANY.

NOTICE TO CONSIGNEES.

FROM KOBE. THE Steamship

having arrived Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained. No Claims will be admitted after the Goods

have left the Godowns, and all Claims must be sent in to the office of the Undersigned before Noon on the 17th instant, or they will not be No Fire Insurance has been effected, and any Goods remaining in the Godowns after the

17th instant, will be subject to rent, Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, 10th January, 1900. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

S.S. "SACHSEN," of the NORDDEUTSCHER LLOYD.

THE above named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery

may be obtained. Optional Cargo will be forwarded unless notice to the contrary beggiven before 3 P.M.,

TO-DAY. No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 19th instant, will be subject to rent. All broken, chafed and damaged Goods are to

examined on THURSDAY, the 18th instant; and MONDAY, the 22nd instant, at 9.30 A.M. All Claims must reach us before the 25th instant, or they will not be recognized. No Fire Insurance has been effected.

be left in the Godowns, where they will be

Bills of Lading will be countersigned by the Undersigned. NORDDEUTSCHER LLOYD. MELCHERS & Co.,

Hongkong, 12th January, 1900. OCCIDENTAL AND ORIENTAL STEAM. SHIP COMPANY.

Agents.

NOTICE ... ONSIGNEES of CARGO per Steamship

are hereby notified that their Goods are at their risk being discharged into Lighters and/ or landed into our Godowns at Wanchai and delivery may be had either from Lighters or from Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 19th instant will be subject to rent. No Fire Insurance has been effected. J. S. VAN BUREN,

Agent Hongkong, 12th January, 1900. AUSTRIAN LLOYD'S STEAM NAVIGA-TION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID, SUEZ, ADEN, KARRACHI, BOMBAY, PENANG AND SINGAPORE.

THE Steamship "TRIESTE," having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

This vessel brings Cargo :---From Trieste, ex S.S. Imperator transhipped From Venice, ex S.S. Car otta & Massimiliano

transhipped at Trieste. Optional Cargo will be discharged here unless notice to the contrary be given immediately." No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Undersigned before Noon on the 19th instant, or they will not be

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 19th instant, will be subject to rent. Bills of Lading will be countersigned by SANDER, WIELER & Co.,

Agents. Hongkong, 13th January, 1900. THE CHINA MUTUAL STEAM NAVIGA-TION COMPANY, LIMITED.

NOTICE TO CONSIGNEES. FROM GLASGOW AND LIVERPOOL.

HE Company's Steamship having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown

consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed. Goods not cleared by the 22nd instant, at Noon will be subject to rent.

Company's Godowns at Kowloon, where each

any case whatever. All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ton days after the vessel's arrival here, after which no claims will be recognised.

Optional Goods will be landed here unless instructions are given to the contrary before 3 P.M., TO-DAY.

Agents. Hongkong, 15th January, 1900. PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE. ONSIGNEES of CARGO per Steamship

are hereby notified that their Goods are at their risk being discharged into Lighters and/ or landed into our Godowns at Wanchal and delivery may be had either from Lighters or from Gudowns upon countersignature of Bills.

Goods remaining unclaimed after the 22nd instant will be subject to rent. No Fire Insurance has been effected. J. S. VAN BUREN,

137 Hongkong, 15th January, 1900.

No Fire Insurance will be effected by us in

JARDINE, MATHESON & Co.,

Untimations.

AERATED WATERS,

HAVE been appointed Agent in Kowloon for the sale of the CELEBRATED AFRATED WATERS, manufactured by A. S. WATSON & Co., LD., which can always be had at my shop in Kowloon at the same Prices that are charged in Hongkong.

H. RUTTONJEE, 21 & 22, Elgin Road, Kowloon. and January, 1900.

THE NEW FRENCH REMEDY. THERAPION

This successful and highly popular remedy, as employed in the Continental Hospitals by The Ricord, Rostan, Jobert, Velpeau, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything | Natio hitherto employed.

THERAPION No. 1, in a few days only, removes all discharges from the urinary organs, effectually superseding injections; the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2, for impurity of the blood, scurvy, pimples, spots, blotches, pains and swellings of the joints, secondary symp-toms, disease of the bones, sore throat, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of the sufferer's teeth and fuin of health. This preparation purifies the whole system through the blood, and throughly eliminates every poisonous matter from the

THERAPION No. 3, for nervous exhaustion, waste of vitality, and all the distressing consequences arising from early error, excess residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strengthand vigour to the debilitated.

THERAPION may be procured at 2/9 and 4/o per package, of the principal Chemists and Merchants throughout the world. In ordering, the purchaser should state which of the three numbers he requires, and observe that the word "THERSPION" appears on the Government, Stamp (in white letters on a red ground) affixed to every genuine package by order of Her Majesty's Hon. Commissioners, and without which it is a forgery.

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Ld.

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Hongkong Cotton

-Spinning, Weaving

& Dyeing Co., Ld...

Ewo Cotton Spinning

sternational Cotton.

Laou-kung-mew Cot-

Soy Chee Cotton Spin-

Yahloong Cotton Spin-

Green Island Cement,

China-Borneo Co., Ld.

A. S. Watson & Co.,

Limited

Hongkong Electric

Co., Limited

Hongkong Electric

Co., Limited

Hongkong and China

Hongkong Rope Ma-

Geo.: Fenwick & Co.,

Ld.

H'keng Ice Co., Ld.

H'kong High-Level

Dairy Farm Co., Ld.

Hongkong and China

Bakery Co., Ld. ..

Campbell, Moore and

ern Agency, Ld. ... United Asbestos

Oriental Ag'cy, Ld.. United Asbestos

Carmichael & Co., Ld.

Tabrau Planting Co.

Tebrau Planting Co.,

Ld.....

Telegraph Address-"Rialto."

Telephone No. 148,

Oriental Ag'cy, Ld.,

Tramways Co., Ld.

Gas Co., Ld.

nufacturing Co., Ld. 8 50 \$225

Watkins, Limited ,.

Co., I.d.

ton Spinning. &

Hongkong Hotel Co.,

Humphrey's Estate &

Kowloon Land and

Ioon Whart & Co-

donian Gold Min-

ing Co., Ld.

Do. (Preference).

Trading Co., Ld. ...!

Charles oges do

Co., A.d.

Co., Ld.

China Mutual S. N.

Canton, Ld.

Co., Ld.

(January 16th.)				
Companie	cs.	Paid Capi	•	
Banks.				
Hongkong & hai Banking poration The Bank of & Japan, Lin (Preference) The Bank of & Japan, Lin (Ordinary) The Bank of & Japan, Lin	China nited— China nited— China	\$1 .£	5	345 % premium Nominal
(Deferred) National Ban China, Ld Do. Foun	nk of			£5.5 bayers \$26 \$20

EXCHANGE.

ON LONDON, Telegraphic Transfer ... 1/11 7/16

Hongkong, 16th January.

_	Hongkong,	16th January,
New Patna	******	.927% per ches
New Renares		0224
New Malwa	**********	800 per nicu
New Malwa Old Malwa		890
Persian, paper tie	d	840/850
Best Quality	**********	

VESSELS IN PORT.

GLARA, German steamer, 675, A. Hansen, 13th Jan .- Pakhoi and Hoihow 12th Jan., General.—Jebsen & Co. COPTIC, British steamer, 2,744, J. C. Rinder,

R.N.R., 11th Jan., - San Francisco 13th Dec., and Shanghai 9th Jan., Mails and General.—O. & O. S. S. Co. DAGMAR, German steamer, 960, G. Viley, 13th Jan.,-Shanghai and Swatow 12th

Jan., Sugar and General.-Melchers & Co. DAPHNE, German steamer, 1,292, Th. Nissen, 31st Dec.,-Kutchinotzu 26th Dec., Coal.-Siemssen & Co. DEUTEROS, German steamer, 1,001, E. Petersen, 12th Jan.,-Saigon 7th Jan., Rice .--

Siemssen & Co. DEVAWONGSE, British steamer, 1,057, Richard Curtis, 13th Jan.,-Bangkok 4th Jan., and Ang Hin 5th, General .- Yuen Fat Hong.

DIAMANTE, British steamer, 1,225, R. W. Almond, 13th Jan., - Manila 10th Jan., General.—Shewan, Tomes & Co. EMPRESS OF CHINA, British steamer, 3,003, R

Archibald, R.N.R., 27th Dec.,-Vancouver, B.C. 4th Dec., and Shanghai 24th, Mails' and General.-C. P. R. Co. HALLOONG, British steamer, 783, A. J. Robson, 15th Jan.,-Tamsui and Amoy 14th Jan.,

General.-Douglas, Lapraik & Co. HOIHAO, French steamer, 509, J. C. Gerard, 15th Jan.,-Pakhoi and Hoihow 14th Jan., General.—A. R. Marty. HONOKONG, French steamer, 739, Bastian,

27th Dec.,—Haiphong and Holhow 26th Dec., General.—A. R. Marty. HONG LEONG, British steamer, 1,170, A. Fripp, 14th Jan., -Singapore 6th Jan., General. -

HYSON, British steamer, 2,852, John S. Hogg, 15th Jan., -- Singapore 9th Jan, General. --Holliday, Wise & Co. KONOURA MARU, Japanese steamer, 1,354, K.

Shina, 13th Jan., - Manila 10th Jan., Sugar. -Dodwell & Co., Ld. Kosai Maru, Japanese steamer, 1,418, J. Nagao, 11th Jan., -Swatow 10th Jan.,

General.—Nippon Yusen Kaisha. MENMUIR, British steamer, 1,980, S. J. George 6th Dec.,-Sourabaya and Cheribon 25th Nov., Sugar.-Jardine, Matheson & Co. MICHAEL, JEBSEN, German steamer, 710 Hemmet, 13th Jan., - Haiphong 11th Jan.,

Rice.—Jebsen & Co. po., Dock Co., I.d. - \$125 540 % premium | On SANG, British steamer, 1,787, J. Young, 14th Jan, -San Francisco 5th Dec., and Yokohama 5th Jan., Mails and General.-L S. Van Buren. PAOTING, British steamer, 1,088, W. Miller,

Jan,-Wuhu and Chinking oth January, General. - Butterfield & Swire. QUARTA, German steamer, 1,146, H. Johannsen, 11th Jan.,—Moji 6th Jan., Coals.—Sander, Wieler & Co.

ST. PAUL, American steamer, 1,866, Hays, 10th Jan., Manila 6th Jan., Ballast.-Order. SARNIA, German steamer, 1,600, II. Fuchs, 13th Jan., Kobe 7th Jan., General, -Carlowitz & Co. TAISANG, British steamer, 1,544, W. E. Sawer,

15th Jan., ... in 14th Jan., General,-Lardine, Matheson & Co. TAIYUAN, British steamer, 1,459, R. Nelson, 13th Jan.,-Kobe 6th Jan., and Moji 8th, General. - Butterfield & Swire.

Tamsul Maru, Japanese steamer, 1,037, K. Sobajima, 14th Ian., -Swatow 13th Jan., Ballast,-Mitsul Bussan Kaisha. TETARTOS, German steamer, 1,578, T. Desler,

8th Jan, - 10ji 3rd Jan., Coal, -Siemssen TRITOS, German steamer, 1,033, P. Lassen, 8th Jan.,—Saigon 3rd Jan., Rice and General.—Siemssen & Co. TSINAN, British steamer, 1,459, O. Anderson,

Dec., Coal and General.—Butterfield & YUENSAND, British steamer, 1,128, P. H. Rolfe, R.N.R., 15th Jan.,-Manila 12th January, General.-Jardine, Matheson & Co.

and Jan ,- Sydney and Melbourne 9th

Sailing Vessels.

BITTERN, British barquentine, 399, Thos. Askin, 13th Jan., - Fremantle via Geraldton 10th Jan., Sandalwood.—Siemssen & Co. KING ARTHUR, British ship, 1,562, Robertson, 1st Jan.,—Cardiff 3rd August, Coal.— Admiralty, TRAFALGAR, British 4-masted bark, 1,516, M.

S. Wright, 26th Dec.,-Hongay 15th Dec., Ballast.-Sander, Wieler & Co. VALE OF DOON, British bark, 669, J. Peterson, 11th Dec.,-Rajang, Sarawak, N.B. 15th

Nov., Hard-wood. - Order. WARATAH, British schooner, 25, Haynes, 23rd Sept. - Takow 15th Sept., Ballast. - Mr. F.

WM. H. CONNER, American ship, 1,424, J. T. Erskine, 14th Oct.,-New York 7th May, and Rio Janeiro 11th July, Kerosine,-Standard. Oil Co. .

HER BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, January 16th, 1900. Alacrity, despatch-vessel, 1,700 tons, 10 6-pd. q.f. guns, 3,000 i.h.p., Commander A. H. Smith-Dorrien, Hongkong

Algerine, sloop, 1,050 toss, 6 guns, 1,100 i.h.p.g. Comdr. E. J. W. Stade, Hongkong. Aurora, British cruiser, 5,600 tons, Capt. E. H. Bayly, Manila. Barfleur, 1st class baltleship, 13,000 tons, 14

guns, 13,163 i.h.p. Captain Hon. S. C. J. Colville, C.B., Hongkong. Ronaventure, and class cruiser, 4,360 tons, 18 Borgo, 1st class, Russian torpedo boat, 81 tons, guns, 9,000 i.h.p., Capt. R. H. J. Monta gomerie, C.B., R.N., Shanghai.

b.p., Capt. R. B. S. Wrey, Hongkong.

Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Comdr. C. Winnington-Ingram, Hankow, Endymion, British cruiser, 7,350 tons, Capt. G. A. Callaghan, Wei-haiswei. Esk, coast desence gunboat, 363 tons, 3 guns,

200 i.h.p., Lieut.-Comdr. C. Chadwick, Ichang. tons, 5,400 i.h.p., Lieut.-Com. W. J. Keyes,

Hongkong Firebrand, 3rd class gunboat, 455 tons, 4 guns, 360 i.h.p., Hongkong.

Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong. Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong, Humber, storeship, 1,640 tons, 800 i.h.p., Com.

H. J. Davison, Hongkong. Iphigenia, 2nd class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. N. Dudding, Hongkong.

Linnet, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Commander W. W. Smythe, Wuchow. Orlando, British cruiser, 5,600 tons, Capt. J. H.

Burke, Hongkong. Peacock, 1st class gunboat, 775 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. S. G. Douglas, Hongkong. Phanix, British gunboat, 1,015 tons, Comdr.

Cochran, Hongkong. Pigniy, 1st class gunbont, 755 tons, 6 guns, 1,200 î.h.p., Lieut.-Comdr. J. F. E. Green,

Plover, 1st class gunboat, 453 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. C. V. de M. Cowper, Manila.

Redpole, British gunboat, 805 tons, Capt. F. F. Haworth Booth, Shanghai. Sandpiper, British river-gunboat, 2 guns, Lt. Coindr. Carr, on the West River.

Swift, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Hongkong. Tamar, receiving ship, 4,600 tons, Comdr. Powell, Hongkong. Tweed, coast defence gunboat, 363 tons,

guns, 200 i.h.p., Lieut.-Comdr. H. E. Hillman, on the West River. Undaunted, 1st class cruiser, 5,600 tons, 12

guns, 8,500 i.h.p., Capt. A. C. Clarke, Hongkong. Victorious, British battleship, 14,900 tons, 32 guns, 12,000 i.h.p., Captain A. Schomberg,

Weishaiswei. Waterwitch, surveying vessel, 620 thus, Commander W. P. Dawson, Hongkong. Whiting, twin screw, torpedo-boat destroyer, 360 tons, 6,000 i.h.p., Lieut.-Comdr. E

Kelly, Hongkong. Wivern, coast defende ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong. Woodcock, British gunbout, 2 guns, 500 h.p.,

Lieut.-Comdr. Watson, on the Yangtsze. Weodlark, British gunboat; 2 guns, 550 h.p., . Lt.-Comdr. R. A. Norton, on the Yangisze. Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class

Miscellancous.

Liberal, Portuguese gunboat, 588 tons, Comdr. Cunha, Hougkong. Presidente Sarminete, Argentine craiser, 2,850 tons, Capt. Betheder, Manila.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.

Admiral Korniloff, Russian armoured cruiser, Alcout, Russian gunboat, 810 tons, 8 guns, 1,200

h.p., Captain Elkisky, at Nagasaki. Bobre, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky,

Dimitri Donskoy, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Condr. Sharon, at Nagasaki. Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Screbrennikff, at Nagasaki.

Gremiastchy, Eussian armoured cruiser, 1,492 Miklashevsky, at Nagasaki. Koreyetz, Russian cruiser, 1,200 tons, 9 guns,

2, 150 h.p., Capt. Sillmann, at Nagasaki. Mandjour, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakoveff, at Nagasahi.

Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p. Captain Yenish, at Naga-Nayendnik, Russian cruiser, 1,334 tons, 14 guns,

1,800 h.p., Capt. Zarine, at Nagasaki. Otvazny, Russian arinquired cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Coprianoff, at Nagasaki. Pamial Azozva,* Russian cruiser, 6,000 tons, 36 guns, 8,000 h.p., Captain Niedermiller, en

route Singapore. Rossia, Russian arinourd cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Domojiroff, at Vladivostock. -Rurik, j-Russian degship, 10,940 tons, armoured

twin screw cruiser, 1st class, 48 guns, 13.500 h.p., Capt. Haupt, at Port Arthur. Siluten, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Nagasaki. Sissoi Veliky, Russian battleship, 10,000 tons, 14 guns, 8,500 i.h.p, Capt. Mollas, at Naga-

Sivoutch, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki.

Vladimir Mommach, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Che-

Vostock, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Nagasaki. Vsudnik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogulia,

Zabiaka, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkruff, at Nagasaki. (1st and 2nd class.) Forel, Russian torpedo boat, 23 tons, I gun,

Jantchichi, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots. Nargen, Russian torpedo boat, 85 tons 4 guns, 1,200 h.p., 22 knots. Novorossisk, Russian torpedo boat, 87 tons, 4 Podorosnik, Russian torpedo boat, 23-tons, x

gun, 220 h.p., 16 knots. Sisik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots. Skorpion, Russian torpedo boat, 23 tons, 1 gun,

220 h.p., 16 knots. Sootchena, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots. Sterlaid, Russian torpedo boat, 23 tons, 1 gun, , 220 h.p., 16 knots.

Strauss, Russian torpedo boat, 23 tons, 1 gun, 220 h.p. 16 knoter Sunguri, Russian torpedo boat, 140 tons, 1

RUSSIAN TORPEDO FLOTILLA. (BEA GOING.)

3 guns, 2 torp tubes 1,100 h.p., speed 21

Brisk, British cruiser, 1,770 tons, 6 guns, 5,600 | Revel, 1st class, Russian torpedo boat, 96 tons, - 3 guns, 2 torp tubes 780 h.p., speed 22 knots. Centurion, British flagship, 10,500 tons, 14 Sweaborg, 1st class, Russian torpedo boat, 69 guns, 9,000 h.p., Capt. J. R. Jellice, Hong-

tons, 3 guns, 2 torp tubes 780 h.p., speed 19.7 knots, Ussuri, Russian torpedo boat, 140 tons, 4 guns,

1,800 h.p., 22 knots. † Flagship of Vice-Admiral Alexeieff. * Flagship of Rear-Admiral F. V. Dubossoff.

1 Flagship of Rear-Admiral Regunoff. THE FRENCH SQUADRON. Fame, twin screw, torpedo-boat destroyer, 360 Bengali, 2nd class dispatch-boat, Lt.-Comdr. De La Croix de Castries, at Haiphong.

D'Entreasteaux, * 1st class cruiser, 8,114 tons, 26 guns, 13,500 i.h.p., Capt. de Marolles, at Saigon. Descartes, 2nd class protected cruiser, 4,000 tons, 36 guns 631 i.li.p., Captain Philibert, Kwang-chow-wan,

Eure, Dispatch-transport, Capt. Vallee, at Jean Bart, 1st class cruiser, 4,500 tons, to guns, 8,000 h.p., Capt. Aubin, at Kwang-chau-

Kersaint, 3rd class craiser, 1,243 tons, 13 guns, 2,200 i.h.p., Capt. de la Motte du Portail, at Saigon.

Lion, gunboat, 473 tons, 8 guns, 576 h.p., Capt. Amet, Kwang-chau-wan. Pascal, 2nd class protected cruiser, 4,000 tons, 36 guns, 9,000 i.h.p., Capt. M. Motet, at Kwang-chau-wan.

Surprise, gunboat, 627 tons, to guns, 860 i.h.p., Capt. Mornet, at Saigon. * Flagship of Vice-Admiral Courrejoiles. THE GERMAN SQUADRON.

Gefion, German cruiser, 4,200 tons, 25 guns, 9,000 h.p., Capt. Rollmann, Hongkong. Hansa,* German cruiser, 6,400 tons, Capt. Pohl, Singapore.

Hertha, German cruiser, 6,000 tons, Capt. S. v. Usedom, at Hongkong. Illis, German gunboat, 1,000 tons, 10 guns, 1,600 h.p., Capt. H. H. Laus, Hongkong. Irene, German cruiser, 4,400 tons, 22 guns, 8,000 h.p., Capt. Obenteimer, at Nagasaki. Jaguar, German cruiser, Captain Kinderling,

at Shanghair Kaiserin Augusta, German cruiser, 6,000 tons, 12 guns, 13,040 i.h.p., Captain Gulich, at Shanghai.

* Flagship of Admiral Fritze.

THE AMERICAN SQUADRON. Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,436 h.p., Com. C. H. Arnold, at Manila. Callav, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut. Benjamin Tappan, at Manila. Gastine, U.S. gunboat, 1,177 tons, S guns, 2,129 h.p., Comdr. S. W. Very, at Manila. Cellic, U.S. supply-ship, 6,428 tons, 1,890 h.p.

Lieut.-Comdr. N. J. K. Patch, at Manffa. Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. S. M. Ackley, at Manila. Culgon, U.S. supply-ship, 7,000 tons, 2,350 h.p., Coundr. J. W. Carlin, at Manila. Glacier, U.S. supply-ship, Lieut.-Comdr. J. B.

Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. K. Moore, at Manila. Iris, U.S. distilling-ship, 6,100 tons, 1,300 h.p., Lleut. Comdr. W. H. Everett, at Manila. Manila, U.S. gunboat, 1,057 tons, 2 guns, 750. h.p., Lieut.-Comdr. A. P. Nazro, at Manila. Monadnock, U.S. double-turret monitor, 4,000

- tons, 6 guns, 3,000 h.p., Comdr. John McGowan, at Hongkong. Monocacy, U.S. gunbout, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Shanghai. Monterey, U.S. double-turret monitor, 4,084 tons, 4 guns, 5,244 h.p., Comdr. E. H. C. Leutze, at Manila.

Nanshan, U.S. collier, Lieut. L.A. Kniser. Oregon, 1st class U.S. battleship, 10,288 tons, 16 guns, 11,111 h.p., Capt. G. F. F. Wilde.

5,000 tons twin screw, 36 guns, 9,500 h.p., Petrel, U.S. gunboat, S92 tons, 4 guns, 1,095 Captain Jakovleff, at Nagasaki. h.p., Comdr. C. C. Cornwell, at Manila. h.p., Comdr. C. C. Cornwell, at Manila. Princeton, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Comdr. Harry Knox, at Manila. Solace, U.S. cruiser, 5,000 tons, Condr. Demlap, at Hongkong,

Wheeling, U.S. gunboat, 1,000 tons, 6 guns, 1,081, h.p., Comdr. W. T. Burwell, at Manila. Yorklown, U.S. gunboat, 1,710 tons, 6 guns,

3,392 h.p., Comdr. C. S. Sperry, at Manila. Vosemite, U.S. converted cruiser, 6,179 tons, 10 guns, 3,800 h.p., Capt. G. E. Ide, at tons, twin screw 12 gans, 2,000 h.p., Capt. Zafiro, U.S. dispatch-vessel, Master A. M. Whitton, at Manila,

THE ITALIAN SQUADRON. Carlo Alberta, Italian cruiser, 7,000 tons, Capt. R. Call, Shanghai. Elba, Italian cruiser, 2,720 tons, Capt. Cecconi, Etna, Italian cruiser, 3,500 tons, Capt. G. Giorello, Singapore.

Liguria, Italian cruiser, 4,500 tons, Captain Casella, Shanghai. Stromboli, Italian cruiser, 4,000 tons, 36, guns, 2 6,252 h.p., Capt. C. Bregante, Singapore,

JAPANESE MEN-OF-WAR.

Battleships. Yashim .: 1st class, 12,460 tons, 36 guns, 14,000 h.p.; at Kure. Fuji, 1st class, 12,450 tons, 38 guns, 14,000 h.p., at Yokosuka.

Chinyen, and class, 7,330 tons, 22 guns, 6,200 h.p., at Yokosukal Coast Defence Ships. Matsushima, 1st class, 4,277 fons, 25 guns, 5,400 h.p., at Saseho. Itsuskushima, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Kure.

Hushidate, ist class, 4,277 tons, 35 guns, 5,400 h.p., at Yokosuka. Kongo, 2nd class, 2,550 tons, 13 guns, 2,035 h.p., Hiyei, 2nd class, 2,550 tons, 13 guns, 2,035 h.p., at Kure.

Heiyen, and class, 2,600 tons, 15 guns, 2,400 h.p., at Yokosuka. Cruisers. Kasagi, protected cruiser, 1st class, 4,978 tons,

30 guns, 15,500 h.p., at Saseho. Chitose, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p., at Kure. Akashi, protected cruiser, 1st class, 2,800 tons, 30 guns, 8,500 h.p., at Kure. 32 guns, 15,000 h.p., at Kure.

Naniwa, protected cruiser, 1st class, 3,709 tons, 24 guns, 7,120 h.p., at Manila.

Takachiho, protected cruiser, 1st class 3,700 tons, 24 guns, 7,120 h.p., at Keelung. Chiyoda, protected cruise, 1st class, 2,450 tons, Takasugo, protected cruiser, 1st class, 4,227

26 guns, 8,500 h.p., at Saseho. Suma, protected cruiser, 1st class, 2,750 tons, Capt. Shimamura, 24 guns, 8,500 h.p., at

Idzumi, protected cruiser, 1st class, 2,950 tons, 20 guns, 6,080 h.p., at Yokosuka. 15 guns, 2,800 h.p., at Yokosuka.

Takao, 2nd class, 1,764 tons 15 guns, 2,400 h.p., at Shanghai.

Yaeyama, 3rd class 1,600 tons, 10 guns, 5,630. Printed and Published by ETRREBERT h.p., at Amoy. Toukushi, 3rd class, 1380 tons, 12 guns, Road Central, in the City of Victoria, Hong. 2,887 h.p., hr Kure:

Sloops and Corvettes.

Musashi, 1,490 tons, 10 guns, 1,600 h.p., at Yokosuka. Katsuragi, 1,480 tons, 10 guns, 1,600 h.p., at

Yamato, 1,480 tons, 10 guns, 1,600 h.p., at Chemulpo. Tenriu, 1,550 tons, 10 guns, 1165 h.p., at Fusan. Kaimon, 1,360 tons, 10 guns, 1,125 h.p., at Sascho.

Amagi, 1,030 tons, 13 guns, 720 h.p., Yokosuka. Gun-boats. Oshima, 640 tons, 10 guns, 1,200 h.p., at Sascho. Akagi, 620 tons, 1d guns, 700 h.p., at Kure. Alago, 620 tons, 10 guns, 700 h.p., at Kobe. Maya, 620 tons, 10 guns, 700 h.p., at Kure. Chiokai, 620 tons, 10 guns, 700 h.p., at Taku, Soko, 572 tons, 4 guns, 400 h.p., at Sascho. Treaki, 600 tons, 6 guns, 400 h.p., at Yokosuka. Chinto, 490 tons, 5 guns 472 h.p.

Chin Pui, 500 tons, 9 guns, 455 h.p. Chin Chu, 500 tons, 9 guils, 455 h.p. Torpedo-gunbont, Tatsuta, 875 tons, 6 guns, 5 torpedo tubes,

Chinesi, 490 tons, 5 guns, 472 h.p.

Chin Hoku, 490 tons, 5 guns, 472 h.p.

5,500 h.p., at Yokosuka. Torpedo-boats. Murakumo, 279 tons, at Ujina. Shinonome, 279 tons, at Kure. Yugiri, 279 tons, at Takeshiki.

Shininuki, 279 tons, at Kobe. Ikadusch, torpedo-boat destroyer, 331 tons, Comdr. I. Ishida, at Yokosuka. Kolaka, 190 tons, 6 torpiedo-tubes, 1,400 h.p.

Shiramubi, torpedo-boat, 278 tons, Comdr. Kosoma, at Japan. 14 boats (Creusot), 56 tons, 2 torpedo-tubes,

7 boats (Kobe), 56 tons, 2 torpedo-tubes, 525 1 boat (Normand), 75 tons, 2 torpedo-tubes,

2 boots (Schichau), 90 tons, 3 torpedo-tubes, 1,300 h.p. 4 boats (Yarrow), 40 tons, 3 torpedo-tubes, to boats (Yarrow), 40 tons, 3 torpedo-tubes,

Miscellaneous. Tokiwa, at Yokosuka. Fuso, at Kure. Nanivola, at Yokosuka. Kinjo, armoured cruiser, 2,530 tons, 10 guns,

620 h.p.

Kanjiu, sailing-ship, 877 tons, 6 guns. " (used as training ship.) Manjiu, sailing-ship, 877 tons, 6 guns. (used as training ship.)

(used as gunnery training ship.)

10 guns, 500 h.p., at Edajima. (used as training ship.) Asama, sailing corvette, 1,420 tons, 12 guns, at Yokosuka.

(used as a hulk.) Tingei wooden paddle steamer, 1,465 tons, small guns. fused as torpedo training ship.

RIVER STEAMERS, SCHOONERS

Falshan, British steamer, 1,425; Jr Dick, 2 Hongkong, Canton, and Micao Steambout

Powan, British steamer, 1,873, A. N. Patrick,-Hongkong, Canton, and Macao Steamboat

Hankow, British steamer, 2,252, C. V. Lloyd;-Butterfield & Swire. Hoi-tong, Chinese steamer, 409 tons, Captain Austen,-Chi Wo & Co.

Pak Kong, British steamer,-Kwong Wan S.S.

Houghoug and Macao. Heungshan, British steamer, 1,055, W. E. Clarke,-Hongkong, Canton and Macao

Macao and Canton. Lungshan, British steamer, 141, Morrison,-Hongkong, Canton and Macao Steamboat

China Merchant Steam Navigation Co. Canton and West River. Lungkiung, British steamer, 141, J. J. Lossius, -Hongkong, Canton and Macao Steam-

Sun Chow, Chinese Steamer, -Ah Yon.

Satkong, British steamer, 259, Kwong Wang Steamship Co. Cheung Kong, Y. Kun, 58,-Kwong Wan S.S.;

Co., J. M. & Co. and B. & S. Samshui, British steamer, Dixon,—Hongkong, Canton and Macao Steamboat Co., J. M. & Co. and B. & S. 10

Lorchas and Schooners. Kuitsing, lorcha, 160, Reynolds, Hongkong to Canton,-Hung Kum Sing.

A Mail will close:-For Pakhoi-Per Hoihuo to morrow, the 17th .

For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B.C. and Vancouver-Per Empress of For Manila, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne-Per Taiyuan to-morrow, the

17th instant, at 3 P.M. For Amoy, Shanghai, Chemulpo and Yoshino, protected cruiser, Ist class, 4,150 tons, Nagasaki-Per Kosai. Maru to-morrow, the

> For Wuchow and Samshui-Per Wuchow on Thursday, the 18th instant, at 4 P.M. For Shanghai, Nagasaki, Kobe, Yokohama,

For Europe, &c., India, via Tuticorin-Per Marsilla on Saturday, the 20th inst., at 11 A.M. For Singapore, Penang and Bombay-Per Bisagno on Wednesday, the 24th instant, at

For Europe, &c., India, via Tuticorin-Per Karlsruhe on Wednesday, the 24th instant, at For Samshui and Wuchow-Per Wuthow

on Wednesday, the 24th instant, at A P.M.
For Samshui and Wuchow—Per Wuchow on

FORBES SKERTCHLY, at No. 50, Queen's

Tsukuba, wooden screw steamer, 1,989 tons,

AND LORCHAS.

Ilo-nam, British steamer, 1,377, IL D. Jones, -Hongkong, Canton, & Macao Steamboat

Tal-on, British steamer, 728, Goblouski,-Tai.

On Steamship Co. Kong Nam, British steamer,-Chinese Owned.

Steamboat Co.

Kiangtung, Chinese steamer, 563, Holmes,-

boat Co: City of Whampon, Chinese steamer, 40,-Ah

Hongkong and West Rivor.

Lill, American forcha. Wuchow, British steamer, R. D. Thomas,-Hongkong, Canton and Mação Steambout

Pitter. #Bost

instant, at 8 A.M. China to-morrow, the 17th inst., at It A.M. 17th instant, at 3 P.M. For Manila-Per Yuensang to-morrow, the

17th instant, at 5 P.M. For Singapore, Penang and Calcutta—Per Taisang on Thursday, the 18th inst, at 2 P.M. For Kobe and Yokohama-Per Milke Maru on Thursday, the 18th instant, at 3 P.M.

tons, 30 guns, 10,000 h.p., at Yokosuka. Honolulu and San Francisco-Per (Akitsusu, protected cruiser, 1st class, 3,150 Friday, the 19th instant, at 5 P.M.... Honoidlu and San Francisco-Per Coplic on

Monday, the 20th instant, at 4 P.M.

Sai-yen, protected cruiser, 1st class, 2,300 tons, Akitsushima, protected cruisor, 1st class, at guns, 1,800 h.p., 22 lenots Miyako, 2nd class, 1,800 tons 34 guns, 5,000 h.p.